REPORT OF THE INTERGOVERNMENTAL GROUP TO MONITOR THE SUPPLY AND SHIPPING OF OIL AND PETROLEUM PRODUCTS TO SOUTH AFRICA

GENERAL ASSEMBLY

OFFICIAL RECORDS: FORTY-FIFTH SESSION

SUPPLEMENT No. 43 (A/45/43)

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New York, 1991

NOTE

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CONTENTS

		Paragraphs	Page
LETTER OF TRANSMITTAL			iv
I.	INTRODUCTION	1 - 5	1
II.	LEGISLATIVE AND COMPARABLE MEASURES	6 - 14	3
III.	SURVEY OF PORT CALLS REPORTED IN 1990	15 - 23	5
IV.	CASES OF ALLEGED VIOLATIONS OF THE OIL EMBARGO REPORTED IN 1988, 1989 AND 1990	24 - 31	7
V.	CONCLUSIONS AND RECOMMENDATIONS	32 - 34	9
	A. Conclusions	32 - 33	9
	B. Recommendations	34	9

Annexes

I.	Draft model law for the effective enforcement of the oil embargo against South Africa	11
II.	A. Ships and companies reported to have been involved in supplying oil to South Africa between 1987 and 1989	14
	B. Communications between Governments and the Intergovernmental Group concerning cases reported in 1988 and 1989	26
III.	Summary of cases of alleged violations reported in 1990	28
IV.	Survey of unclarified tanker calls at South African ports reported in 1990	43

LETTER OF TRANSMITTAL

13 November 1990

Excellency,

I have the honour, in accordance with paragraph 7 of General Assembly resolution 44/27 H of 22 November 1989, to transmit herewith the report of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa, which was adopted unanimously on 13 November 1990.

On behalf of the Group, I would like to request that this report be issued as a document of the General Assembly and of the Security Council.

Accept, Excellency, the assurances of my highest consideration.

(Signed) Anthony B. NYAKYI
Chairman
Intergovernmental Group to Monitor the
Supply and Shipping of Oil and
Petroleum Products to South Africa

His Excellency
Mr. Javier Pérez de Cuéllar
Secretary-General
United Nations

I. INTRODUCTION

1. The Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa was established by the General Assembly in its resolution 41/35 F of 10 November 1986. Since then the Intergovernmental Group's work has been endorsed by the General Assembly, most recently in Assembly resolution 44/27 H of 22 November 1989. Since its inception, the Intergovernmental Group has consisted of the following Member States: Algeria, Cuba, German Democratic Republic, 1/ Indonesia, Kuwait, New Zealand, Nicaragua, Nigeria, Norway, Ukrainian Soviet Socialist Republic and United Republic of Tanzania. At its first meeting for the current year the Intergovernmental Group elected Mr. Anthony B. Nyakyi (United Republic of Tanzania) as Chairman, Ms. Nabeela Al-Mulla (Kuwait) as Vice-Chairman and Mr. Sverre Bergh-Johansen (Norway) as Rapporteur.

2. Representatives of the liberation movements of South Africa, namely, the African National Congress of South Africa (ANC) and the Pan Africanist Congress of Azania (PAC), continue to attend meetings of the Intergovernmental Group as observers. The Intergovernmental Group has also sought, since its inception, to co-operate closely with the Organization of African Unity (OAU) and other intergovernmental and non-governmental organizations.

3. On 26 October 1989, the Intergovernmental Group submitted its third report 2/ to the General Assembly. In paragraph 44 of that report, the Intergovernmental Group stated its intention to report to the Assembly at its forty-fourth session within six months on the status of its inquiry into monitoring calls of ships with petroleum-bearing capabilities at South African ports. In paragraph 2 of its resolution 44/27 H, the Assembly took note of that intention. On 12 June 1990, the Intergovernmental Group submitted an addendum to its third report to the Assembly on this matter. 3/

4. Since its report to the General Assembly at its forty-fourth session the Intergovernmental Group has continued its work following the same lines as in previous years. It has considered information received on alleged violations. It has also considered those port calls which have come to its attention since its 1989 survey. It further decided to pursue work on a model law, for which purpose it established contact with legal experts and held a meeting at which various models and approaches were discussed and at which it adopted a draft model law (see annex I). The Intergovernmental Group continues to maintain contacts with Governments, intergovernmental and non-governmental organizations on all questions that fall under its mandate. In addition to formal contacts, the Intergovernmental Group has on occasion also availed itself of informal contacts with Governments in cases where this was deemed appropriate. As an example of this continuing relationship with Governments, the Intergovernmental Group has invited the Permanent Representative of the Islamic Republic of Iran, upon his request, to address the Group. Such useful exchange of views is welcomed by the Group and should be encouraged.

5. The Intergovernmental Group has taken note of the historic Declaration on Apartheid and its Destructive Consequences in Southern Africa (resolution S-16/1, annex), which was adopted by consensus on 14 December 1989 at the sixteenth special session of the General Assembly. In accordance with the principles enunciated therein, the Intergovernmental Group has continued its task of maintaining

international pressure against the system of apartheid within its specific mandate, which is to enforce the oil embargo against South Africa. It has taken note with satisfaction of some progress made towards creating the necessary climate for negotiations, in the terms of paragraph 6 of the Declaration, as noted in the report of the Secretary-General on progress made in the implementation of the Declaration (A/44/960 and Add.1). The Intergovernmental Group believes that those positive developments which have taken place in South Africa since its last report could not have been achieved without the pressure applied by the international community on South Africa, including the oil embargo.

II. LEGISLATIVE AND COMPARABLE MEASURES

6. The Intergovernmental Group has always considered coherent legislative or comparable measures to enforce the oil embargo to be a sine qua non for successful implementation of the oil embargo and to facilitate the co-ordination of monitoring and enforcement of the oil embargo between different Governments, including oil-importing and land-locked ones, and between Governments and the Intergovernmental Group. Since its establishment it has requested Governments to provide it with the texts of laws and statutes relevant to their implementation of the oil embargo and with revisions and modifications thereto. It has done this for the purpose of providing an institutional venue for the exchange of information and experience on this matter. At the hearings on the oil embargo held at Headquarters, New York, from 12 to 14 April 1989, several witnesses, participants and members of the Panel stressed the necessity of statutory implementation of Governments' policies to embargo oil and petroleum products to South Africa if those policies were to be effective. The Panel of Experts in their statement at the close of the Hearings (see A/44/279-S/20634, annex) considered it essential that the Intergovernmental Group undertake a project to assist Member States in this matter by providing a model law.

7. While the Intergovernmental Group is desirous of providing a practicable model law for the consideration of Governments, it does not wish to impose any specific legal form or method but is merely striving to assist Governments by providing broad guidelines on how the issue may be tackled. The Intergovernmental Group has traditionally been of the view that policy statements are insufficient for effective implementation of the oil embargo and that the embargo requires a coherent and specific statutory formulation that can be the basis of action in the framework of national court and legal systems. The Intergovernmental Group, however, takes no position on which procedures or methods should be used by Governments to attain this statutory formulation. Hence the phrase "legislative and comparable measures" has traditionally been used to indicate that the Intergovernmental Group is not advocating any specific method of statute-framing, for example, law, decree or administrative ordinance.

8. The Acting Chairman of the Intergovernmental Group, in a note verbale of 4 December 1989, requested Member States to provide texts of their relevant laws or comparable measures to implement and enforce the oil embargo against South Africa. The following Governments sent substantive replies: Australia, Bahrain, Brazil, Chile, China, Denmark, Egypt, Finland, German Democratic Republic, Germany, Federal Republic of, Israel, Italy, Kenya, Liechtenstein, Madagascar, Malaysia, Maldives, Mexico, Nigeria, Norway, Pakistan, Papua New Guinea, Poland, Qatar, Saudi Arabia, Singapore, Sweden, Thailand, Ukrainian Soviet Socialist Republic, Union of Soviet Socialist Republics, United Republic of Tanzania, Uruguay and Zaire. The Intergovernmental Group draws the attention of Governments to annexes in its annual reports to the General Assembly at its forty-second 4/ and forty-third 5/ sessions where other texts of this nature have previously been published.

9. While the Intergovernmental Group appreciates the value of the measures taken thus far by Governments in the area of coherent statutory implementation of the oil embargo, it considers that in most cases the legislative or comparable measures are of a broader nature and apply to sanctions in general. Such measures tend not to take into account the peculiarities of international oil trade. In particular, they make insufficient provision for the issues of discharge documentation,

maritime links with South Africa or with the failure of sellers effectively to make intermediaries accountable for destination-embargo provisions in civil contracts or in customs and export laws. In addition, the Intergovernmental Group has observed some lack of interest on the part of certain States, namely, oil-importers and land-locked States, that feel that they are not relevant actors in international oil trade and therefore do not need the same rigorous degree of statutory precision on this matter. However, the Intergovernmental Group has repeatedly over the years been confronted with cases where such countries were involved qua domicile of ship ownership or management companies, or of companies owning cargoes or otherwise involved in transactions relating to alleged violations.

10. The Intergovernmental Group sought the assistance of legal expertise outside the United Nations for the purpose of analysing existing measures with a view to framing and elaborating upon a model law. Professor Richard Lillich of the University of Virginia at Charlottesville, United States of America, submitted a paper with a draft model law and relevant commentary.

11. The paper indicated that of those States responding approximately one third had taken no measures and did not intend to do so. Just over one third had responded that they were relying on general trade bans and did not need specific oil embargo measures. The remainder had enacted specific measures to enforce the oil embargo. Of those States which had taken such action, many did not have measures covering the full breadth of the items mentioned in the General Assembly resolutions. For example, the measures included oil but not petroleum products, sale of oil but not its shipping, etc. Furthermore, specific measures tended to be clearer on what acts were prohibited than on those to whom the measures applied. Closely connected with this is the lack of clarity, or lack of breadth of scope, in reference to third-country subsidiaries and to free-zones, bonded storage and other off-shore areas.

12. It was emphasized in the paper that as a result of the analyses, certain requirements for a model law were indicated. First, a law should include not only oil but also petroleum products, although it was thought better not to define the latter too precisely. Secondly, the laws must apply to export from any part of the enacting State's territory, including free-zones and off-shore areas. Export bans, as they apply to end-user clauses, should be included in all major oil sales contracts.

13. The model law, the paper stresses, should not only apply to sales, but to shipping or any other form of handling or facilitating, which would include refining, trading, etc. Statutes should clearly indicate who is covered by them, i.e., obligated to observe their requirements. Finally, the statute should stipulate criminal penalties and relatively strict ones. This should include provisions for heavy fines and prison terms. In addition, seizure and/or confiscation of the cargo should also be made possible.

14. Professor Lillich's paper was discussed at a meeting on 31 August 1990. After discussion and modification the Intergovernmental Group decided to recommend to Governments consideration of the draft model law, within the context and framework of their own legal practices. The recommended version of the model law is attached to this report in annex I.

III. SURVEY OF PORT CALLS REPORTED IN 1990

15. Since 1989, the Intergovernmental Group has collected information about the porting of ships with petroleum-bearing capabilities in South Africa, generally during the previous calendar year. Since the results of the 1989 exercise showed that only a smaller portion of such portings could be removed from further consideration, it was decided to repeat the exercise for ships that were known to have called at South African ports in calendar 1989.

16. Most of the cases of alleged violations of the oil embargo that the Intergovernmental Group has examined in the past had originally been brought to its attention by outside parties, with two typical grounds for suspicion of an alleged violation: firstly, gaps or other illogical characteristics in tanker voyages and, secondly, the failure or refusal of Governments or companies involved in the voyages to offer sufficiently convincing counter-claims as to the whereabouts or the activities of the ships in question. In the vast majority of those cases there was no direct independent evidence of the ship having stopped in a South African port, among other reasons, because the South African authorities suppress such evidence and because the ships off-loaded their oil cargoes at off-shore moorings without going into port. The Intergovernmental Group began to query port calls of ships with petroleum-bearing capability because it decided it could not simultaneously continue to request information from Governments in cases where the whereabouts of the ships had been the result of conjecture and not of reporting, while at the same time failing to take up cases where there was a clear evidential link between the ship and a South African port.

17. In addition the previously used method of detecting possible deliveries of oil or petroleum products to South Africa, which has been described elsewhere, was based on detecting discrepancies in voyage routing and ship's speed for tankers carrying oil from oil-exporting countries eastward of the Cape of Good Hope to destinations in Europe or the Far East, or some combination thereof. In cases of voyages from that area to destinations in the Western hemisphere, the time discrepancy is not great enough to use the same method and the routing distortion is not applicable. Such cases could not be detected with the previously used method. South Africa's estimated imports of oil and petroleum products are 12 to 14 million tons per annum. The import dependence on oil and petroleum products has been estimated at 70 per cent, with its oil-from-coal process able to supply nearly 30 per cent of its overall needs. On the basis of previous estimates, around 80 per cent of South Africa's imported oil was delivered in crude form on tankers or combination carriers and around 20 per cent in the form of petroleum products. Since 1989 a relatively large number of ships have been identified as suppliers of petroleum products. Fires at the SASOL oil-from-coal plants in January and May 1989 may have reduced the production of synthetic fuel.

18. At the meeting of 12 June 1990, the Chairman of the Intergovernmental Group elaborated on the criteria according to which the Group has directed inquiries to Governments on port call cases. In general the Intergovernmental Group does not concern itself with outbound voyages from South African harbours, nor with ships that cannot carry petroleum cargoes, nor with cases of ships with petroleum-bearing capability where it has received sufficient assurance that the cargo on the inbound voyage was not a form of petroleum. In the case of combination carriers, there is clearly justified concern about the circumstances of the inbound voyages of such ships to South Africa, since they are capable of carrying oil or petroleum products.

19. Few Governments addressed the issue of maritime links with South Africa. The United States of America prohibits the porting of its own ships in South Africa. Denmark and Singapore, which prohibit deliveries of oil and/or petroleum products to South Africa on ships in their national registeries, do not regulate or prohibit the porting of the ships as such. Norway forbids its ships to carry crude oil in general. It also forbids the delivery of petroleum products of Norwegian origin, but does not prohibit the ships porting as such. However, Sweden in 1985 appealed to the maritime industry to avoid calling at South African ports but did not prohibit it.

20. In 1989 the Intergovernmental Group queried 474 cases of port calls that had occurred in the previous three years and removed 59 cases from further consideration after receiving information from Governments that excluded the possibility of a delivery of oil or petroleum products. In 1990 it collected information on an additional 246 voyages, most of which took place in calendar 1989. Excluded from this exercise, however, were portings in 1989 that had already been the object of queries in the 1989 exercise and a few cases that occurred early in 1990 and involved ships that had been encompassed in the 1989 port call canvas. It included two additional cases that had originally been in the 1989 exercise but had been deferred until further information on the ship's registration could be obtained. It excluded ships that were found, on the basis of the 1989 exercise, to lack certification for carrying oil or petroleum products on the part of their State of registration.

21. The majority of the cases involved ships registered in what the Intergovernmental Group has generally termed "oil-shipping States". Two such States were queried on 54 cases each, a third one on 38 cases. There were 154 cases involving tankers in the narrower sense, most of which normally carry petroleum products. The total deadweight ton capacity of these 154 tanker cases was just over 4 million tons. South Africa's annual petroleum product imports are probably around 3 million tons. Unlike the 1989 port call exercise, the cases in this survey are roughly equivalent to a chronological year and can thus be compared in a meaningful manner to other statistics collected on an annual basis: 115 of the 154 cases, representing 77 per cent of the tonnage capacity, were accounted for by ships flying the flag of oil-shipping States. Of the total 246 voyages recorded in these cases, 206 had sailed to South Africa from oil-importing countries.

22. There were 86 cases of combination carriers with a total deadweight tonnage of just under 12 million tons. This is, in fact, sufficient to supply all of South Africa's annual crude oil import needs if it were being rationally and exhaustively utilized for that purpose. Some 59 of the 86 cases, covering 69 per cent of total capacity in tons, were flying the flags of oil-shipping States. Finally, there were 6 cases involving gas carriers with an aggregate capacity of 45,076 tons.

23. On 29 June 1990, the Chairman of the Intergovernmental Group sent notes verbales to the permanent representatives or permanent observer missions of 47 States concerning 229 of the cases. Those cases are appended in annex IV. Of these 229 cases, 39 cases were removed from further consideration after receiving clarification from the Governments concerned. On 4 September 1990, the Chairman of the Intergovernmental Group sent notes verbales to the permanent representatives or permanent observer missions of 17 States on the remaining 16 cases. The findings of the Intergovernmental Group on these cases will be included in a future report.

IV. CASES OF ALLEGED VIOLATIONS OF THE OIL EMBARGO REPORTED IN 1988, 1989 AND 1990

24. The Intergovernmental Group has continued to follow up cases of alleged violations by communicating with Governments and requesting their co-operation in gathering information regarding cases that concern the Governments, with the purpose of shedding further light as to the accuracy of information regarding each case.

25. Reminders were sent to Governments concerned on 20 November 1989, 25 February 1990 and 16 May 1990 regarding cases reported in 1988 and 1989. On 29 June 1990, notes verbales were sent to Governments concerned informing them of cases reported in 1990 and requesting them to verify the information, such verification to be accompanied by documentation.

26. No replies were received regarding cases of alleged violations reported in 1987. The Intergovernmental Group has decided not to send any further reminders to Governments concerned with regard to those cases. The Group decided to retain those cases in annex II.

27. Regarding the cases reported in 1988, the Intergovernmental Group sent reminders to Governments concerned with the alleged cases on 20 November 1989 and on 16 May 1990. Substantive replies were received from the Islamic Republic of Iran on 10 October 1989, Qatar on 29 January 1990 and Greece on 16 April 1990. A summary of communications received from those Governments is given in section B of annex II. Documentation received was reviewed, and the cases were closed where sufficient evidence to dispel the allegations that the oil shipments in question had probably been delivered to South Africa. Those cases were consequently removed from annex II of the present report. The remaining cases, where sufficient evidence has not been received to dispel the allegations that the oil shipments in question had probably been delivered to South Africa, have been retained in the same annex.

28. Regarding the cases reported in 1989, the Intergovernmental Group sent reminders to Governments concerned with the alleged cases on 20 November 1989 and on 16 May 1990. Substantive replies accompanied by certificates of discharge were received from the Republic of Korea on 16 August 1989, the Islamic Republic of Iran on 10 October 1989, Egypt on 19 December 1989, Saudi Arabia on 17 January 1990 and 3 March 1990, Qatar on 29 January 1990, and Spain on 2 February 1990. A summary of communications received from the Governments is contained in section B of annex II. Documentation received was reviewed, and the cases where sufficient evidence to dispel the allegations that the oil shipments in question had probably been delivered to South Africa were closed and consequently removed from annex II. The remaining cases where sufficient evidence has not been received to dispel the allegations that the oil shipments in question had probably been delivered to South Africa were retained in the same annex.

29. In 1990 the Intergovernmental Group queried 90 cases of alleged violations that had occurred mainly in the three previous years 1987 through 1989. There were 79 cases involving tankers with a total deadweight ton capacity of over 20 million tons, while an additional 11 cases involved combination carriers with a total deadweight ton capacity of over 800,000 tons. That amount thus represents a minor portion of the tonnage involved, although it has increased steadily over the past few years. Most of the cases involved oil-producing States.

30. The cases reported in 1990 account for about 21 million deadweight tons, adding both tankers and combination carriers, or about 63 per cent of estimated South African crude imports in the years 1987 to 1989. This figure excludes the cases of alleged violations mentioned in the Group's 1989 report, 6/ most of which involved ships owned by one company, the World-Wide Shipping Group (Hong Kong). If they were added, the cases of alleged violations handled by the Intergovernmental Group would account for about 80 per cent of South Africa's crude imports.

31. Regarding the cases reported in 1990, there is a trend towards the increasing use of combination carriers in the alleged supply of oil to South Africa. That increased identification of combination carriers is due to the fact that non-governmental organizations have strengthened their monitoring of South African coal exports and evidence of violations of the oil embargo emerge as an incidental by-product of that activity, which is then transmitted to the Intergovernmental Group. A summary of the cases of alleged violations reported in 1990 is contained in annex III.

V. CONCLUSIONS AND RECOMMENDATIONS

A. Conclusions

32. While welcoming the encouraging developments that have occurred in South Africa in 1990, the Intergovernmental Group considers that it is bound to abide by the Declaration on Apartheid and its Destructive Consequences in Southern Africa, in which the Assembly called for the use of concerted and effective measures aimed at applying pressure to ensure a speedy end to apartheid. The oil embargo is still one of the most effective measures the international community has available to it in its struggle to achieve its aspirations for a united, non-racial and democratic South Africa. The most effective way of enforcing the oil embargo remains the Security Council's option of invoking Chapter VII of the Charter of the United Nations. Such a measure would assist oil-exporting, oil-shipping and oil-handling States that have enacted an oil embargo or comparable policies against South Africa to ensure effective implementation of those policies.

33. In the course of its work for 1990 the Intergovernmental Group has again been confronted with the realization that major loopholes lessen the effectiveness of the oil embargo, including the non-application by some States and international organizations of the oil embargo to petroleum products, and the reliance on non-specific sanctions measures such as general trade bans that do not take sufficient cognizance of the peculiar structures and practices of international oil trading and maritime transport, nor of the counter-strategies developed by South Africa to circumvent the oil embargo. In addition, the Intergovernmental Group must again regret the lack of co-operation of those Governments which could contribute definitively and decisively to clarifying the circumstances of many cases where violations of the oil embargo are suspected or have been alleged. The Intergovernmental Group has concluded that the Governments of States where the ships involved in those cases are registered would be able to contribute decisively to the enforcement activities of the Intergovernmental Group. Finally, on the basis of its first year of monitoring port calls by ships with petroleum-bearing capabilities to South Africa, the Intergovernmental Group has concluded that these frequent portings and the lack of adequate means to clarify their purpose and consequences constitute a serious loophole in the oil embargo to which maritime States must address themselves.

B. Recommendations

34. With a view to ensuring a speedy process of eliminating apartheid through a fully effective oil embargo against South Africa, the Intergovernmental Group recommends that the General Assembly consider the following measures:

(a) Until such time as profound and irreversible change has been effected in South Africa, and pending the imposition by the Security Council of a mandatory oil embargo under Chapter VII of the Charter, to call upon Member States to adhere strictly to the embargo on the supply and shipping of oil and petroleum products to South Africa;

(b) To commend the draft model law to States for their consideration and to recommend that they strive for an effective oil embargo by adopting the general principles of the model law, within the context and framework of their own legal practices;

(c) To request all States to co-operate fully with the Intergovernmental Group, particularly in its investigations into the circumstances of alleged violations of the oil embargo or of port calls of ships capable of carrying oil or petroleum products, including, where necessary, the removal by Governments of legal impediments to such full co-operation;

(d) To call upon all Governments to discourage ships capable of carrying oil or petroleum products in their national registries or owned or managed by companies or individuals within their jurisdiction from engaging in activities that give rise to violations of the oil embargo against South Africa;

(e) To endorse its activities, as outlined in this report, and provide it with the resources necessary for continuing them along the same lines in the coming year.

Notes

1/ Through accession of the German Democratic Republic to the Federal Republic of Germany with effect from 3 October 1990, the two German States have united to form one sovereign State. As from the date of unification, the Federal Republic of Germany acts in the United Nations under the designation "Germany".

2/ Official Records of the General Assembly, Forty-fourth Session, Supplement No. 44 (A/44/44).

3/ A/44/44/Add.1.

4/ Official Records of the General Assembly, Forty-second Session, Supplement No. 45 (A/42/45), annex II.

5/ Ibid., Forty-third Session, Supplement No. 44 (A/43/44 and corrigendum), annex I.

6/ Ibid., Forty-fourth Session, Supplement No. 44 (A/44/44), annex III.

ANNEX I

Draft model law for the effective enforcement of the oil embargo against South Africa

Section 1. Purpose

The purpose of this Act is to implement, to the fullest extent possible, the United Nations General Assembly embargo on the supply or shipment of oil or petroleum products to South Africa.

Section 2. Prohibition of the export of oil or petroleum products to South Africa

No person subject to the jurisdiction of Ruritania shall:

(a) Supply oil or petroleum products, or assist or co-operate in the supply of oil or petroleum products, either directly or indirectly, to South Africa, or to any natural person or legal entity in South Africa; or

(b) Ship oil or petroleum products, or assist or co-operate in the shipment of oil or petroleum products, either directly or indirectly, to South Africa or to any natural person or legal entity in South Africa; or

(c) Facilitate, by means of trading, transshipping, refining or in any other way, the supply or shipment of oil or petroleum products, either directly or indirectly, to South Africa or to any natural person or legal entity in South Africa.

Section 3. Proof of compliance with the prohibition of the export of oil or petroleum products to South Africa

(a) Any person subject to the jurisdiction of Ruritania who enters into a contract for the sale of oil or petroleum products from within its territorial jurisdiction, which for purposes of this Act shall include bonded storage, free ports, free zones and other offshore facilities, shall include an "end user" clause, whereby the buyer of the oil or petroleum products is obligated not to resell or permit the resale of the oil or petroleum products to South Africa or to any natural person or legal entity in South Africa.

(b) The buyer of oil or petroleum products under a contract described in paragraph (a) shall furnish the seller, within a period of 90 days, with a "discharge certificate" confirming the ultimate disposition or use of the oil or petroleum products received under the contract.

(c) Both the seller and the buyer of oil or petroleum products under a contract described in paragraph (a) shall co-operate with all post-sale inquiries by officials of Ruritania, or by officials of the United Nations, to verify the ultimate disposition or use of the oil or petroleum products and shall disclose the identity of any natural person or legal entity to whom the oil or petroleum products were resold.

Section 4. Invalidity of contracts for the sale of oil or petroleum products to South Africa

Any contract which purports to sell or resell any oil or petroleum products to South Africa or to any natural person or legal entity in South Africa shall be absolutely null and void.

Section 5. Seizure and confiscation of ships and aircraft carrying oil or petroleum products to South Africa

(a) Any tanker or other ship flying the flag of Ruritania or owned or controlled, directly or indirectly, or managed or chartered, by persons subject to the jurisdiction of Ruritania, that is found to be carrying or has carried oil or petroleum products to South Africa in violation of this Act shall be subject to seizure and confiscation, together with its cargo.

(b) The provisions of paragraph (a) shall apply to aircraft registered in Ruritania, or owned or controlled, directly or indirectly, or managed or chartered, by persons subject to the jurisdiction of Ruritania.

Section 6. Penalties

(a) Any person subject to the jurisdiction of Ruritania who wilfully violates any provision of this Act shall be subject to a civil penalty of up to ($US 50,000).

(b) Any person subject to the jurisdiction of Ruritania who negligently violates any provision of this Act shall be subject to a civil penalty of up to ($US 25,000).

(c) Any individual subject to the jurisdiction of Ruritania who wilfully violates any provision of this Act shall be fined not more than ($US 50,000) or imprisoned not more than 10 years, or both

(d) Any person, other than an individual, subject to the jurisdiction of Ruritania who wilfully violates any provision of this Act shall be fined not more than ($US 1,000,000).

(e) Any person subject to the jurisdiction of Ruritania who knowingly and wilfully falsifies, conceals or covers up by any trick, scheme, or device a material fact, or makes any false, fictitious or fraudulent statements or representations, or makes or uses any false writing or documents in connection with any transaction covered by this Act, knowing the same to contain any false, fictitious or fraudulent statement or entry, shall be fined not more than ($US 10,000), or imprisoned not more than five years, or both.

Section 7. Definition of "person subject to the jurisdiction of Ruritania"

For purposes of this Act, the term "person subject to the jurisdiction of Ruritania" means:

(a) A natural person who is a citizen of Ruritania, or who owes permanent allegiance to Ruritania, or who is an alien lawfully admitted for residence in Ruritania; or

(b) A corporation, partnership, or other business association or legal entity which is organized under the laws of Ruritania, including foreign branches and subsidiaries of such legal entities.

ANNEX II

A. Ships and companies reported to have been involved in supplying oil to South Africa between 1987 and 1989

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1987	Actor (Liberia)	Actor Maritime Corporation (Liberia)	Mosvold Shipping Company (Norway)	Federal Motorship Corporation (United States of America)		Fateh Terminal, United Arab Emirates 9 April, 15 May and 30 November 1986)
	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (11 April 1986)
1988	Actor (Liberia)	Actor Maritime Corporation	Mosvold Shipping Company (Norway)	Federal Motorship Corporation		Sirri Island, Islamic Republic of Iran (21 July 1985)
		-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (9 September 1985)
		-same as above-	-same as above-	-same as above-		Persian Gulf (June 1986)
1988	Akarita (Liberia)	Dominus Shipping Corporation	Uglands Rederi A/S (Norway)	Uglands Rederi A/S (Norway)		Singapore (23 February 1986)
1988	Almare Settima (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)		Jeddah, Saudi Arabia (3 December 1985)
1988	Almare Terza (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)	Sumitomo (Japan)	Sullom Voe, United Kingdom (10 March 1986)
1987	Berge Bragd	Sig. Bergesen d.y. and Company (Norway)	Sig. Bergesen d.y. and Company (Norway)	Sig. Bergesen d.y. and Company (Norway)		Khor Fakkan, United Arab Emirates (20 July 1985)
1987	Berge Chief (Norway)	Bergesen d.y. A/S (Norway)	Bergesen d.y. A/S (Norway)	Transworld Oil (Netherlands)		Mina al Fahal, Oman (18 March 1987)
1988	Berge Chief (Norway)	Bergesen d.y. A/S Company/Bjornstad CIES (Norway)	Bergesen d.y. A/S (Norway)	Bergesen d.y. A/S (Norway)		Mina al Fahal, Oman (28 June 1986)
						Fateh Terminal, United Arab Emirates (1 July 1986)
1987	Berge Enterprise (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)	Marubeni (Japan) British Petroleum (South Africa)	Mina al Fahal, Oman (25 May 1987)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1987	Berge Pioneer (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)		Mina al Fahal, Oman (24 April 1985)
1987	Berge Prince (Liberia)	General Ore International Corporation (Norway/Liechtenstein)	General Ore International Corporation or Bergesen A/S (Norway)	Bergesen A/S (Norway)		Fateh Terminal, United Arab Emirates (17 December 1984)
1987	Berge Prince	-same as above-	-same as above-	-same as above-		Suez Port, Egypt (25 January 1985)
						Ras Misalla Port, Egypt (26 January 1985)
1988	Berge Prince (Liberia)	General Ore International Corporation (Liechtenstein/Norway)	General Ore International Corporation and Bergesen d.y. A/S	Bergesen d.y. A/S (Norway)		Fateh Terminal, United Arab Emirates (28 April 1986)
						Mina al Fahal, Oman (2 May 1986)
						Persian Gulf (17 June 1986)
						Fateh Terminal, United Arab Emirates (30 September 1986)
						Walvis Bay, Namibia (called in 1985)
1988	Brimanger (Norway)	A/S Westfal-Larsen and Co. (Norway)		Odfjell-Westfal-Larsen Tankers A/S and Co. (Norway)		
1988	Captain G. P. Livanos (Greece)	Elcapitaine Inc. (Liberia)	G. P. Livanos/Carras Group c/o Unisea (Greece)	Ceres Hellenic Shipping Enterprise (Greece)	Transworld Oil (Netherlands and Bermuda)	Jebel Dhanna, United Arab Emirates (19 July 1986)
					Marc Rich and Company AG (Switzerland)	Zurku Island, United Arab Emirates (20 July 1986)
						Das Island, United Arab Emirates (22 July 1986)
						Walvis Bay, Namibia (called 7 times in 1985)
1988	Cielo di Salerno (Italy)	D'Amico Società di Navigazione SpA				
89-531	Dagli (Norway)	Jaspidea Shipping		JPP Shipping	Baltic Chartering Union (Switzerland)	Odessa, Soviet Union (21 September 1989)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
89-001	Eastern Promise (Liberia)		World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd.		Fujairah Anchorage, United Arab Emirates (13 November 1987)
89-002	-same as above-		-same as above-	-same as above-		Zurku Island, United Arab Emirates (14 December 1988)
89-003	Eastern Strength (Liberia)		World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Zurku Island, United Arab Emirates (17 August 1988)
89-004	-same as above-		-same as above-	-same as above-		Fateh Terminal, Zurku Island, United Arab Emirates (28 September 1988)
1987	Elmina (Greece)	Marine Industrial Transports Ltd. (Liberia)		Thenamaris Ships Management Inc. (Greece)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Seria, Brunei Darussalam (26 August 1986)
1988	Ethnic (Greece)	Moonlight Shipping Company S.A. (Panama)	C. M. Lemos & Company Ltd. (United Kingdom)	Hereus Shipping S.A. (Greece)		Mina al Fahal, Oman (12 May 1986) Halul Island, Qatar (date unknown)
1988	Freedomship L. (Greece)	Caroline Navigation Inc. (Liberia)	G. P. Livanos/Carras Group c/o Unisea (Greece and United Kingdom)	Ceres Hellenic Shipping Enterprises (Greece)		Fateh Terminal, United Arab Emirates (28 June 1986) Fateh Terminal, United Arab Emirates (12 July 1986)
89-524	Grand (United States)	TT Grand (United States)				Louisiana offshore oil port, United States (post 27 January 1989)
1987	Hawaiian Monarch (Liberia)	East Pacific Carriers Inc. (Liberia)	Groton Pacific Carriers Inc. (United States)	Groton Pacific Carriers (United States)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Brunei Darussalam (25 May 1986)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1987	Jahre Transporter (Liberia)	Beatty Shipping Ltd. (Liberia)	Wallem Shipmanagement Ltd. (Hong Kong)	Wallem Shipmanagement (Hong Kong)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Brunei Darussalam (31 May 1986)
1988	Johs. Stove (Panama)	Pater Paname Ltd. (Panama)	Lorentzens Rederi Company (Norway)	K/S Lorentzens Skibs A/S (Norway)		Fateh Terminal, United Arab Emirates (24 January 1986)
1987	Janniche (Norway)	K/S A/S Norman Tankers (Norway)	Klosters Rederi A/S (Norway)	Norman International A/S (Norway)		Fateh Terminal, United Arab Emirates (1 March 1986)
1988	Janniche (Norway)	K/S A/S Norman Tankers (Norway)	Periscopus A/S (Norway)	Norman International A/S (Norway)		Fateh Terminal, United Arab Emirates (21 March 1986)
1988	Jane Stove (Norway)	K/S Lorentzens Skibs (Norway)	Lorentzens Rederi (Norway)	K/S Lorentzens Skibs A/S (Norway)		Fateh Terminal, United Arab Emirates (18 February 1986)
1987	Lauberhorn (Liberia)	Trade Ventures, Inc. (Liberia)	Trade and Transport, Inc. (Greece)	Brokerage and Management Corp. (United States)	Marc Rich and Company AG (Switzerland) Shell (Brunei)	Brunei Darussalam (no date) Singapore Roads, Singapore (5 October 1986)
1987	Liberator (Greece)	New World Shipping Corp. (Liberia)	Stenakas Shipping Corp. (United Kingdom)	Diamantis Pateras Ltd. (United Kingdom)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Seria, Brunei Darussalam (21 April 1985)
1988	Licorne Océane (Liberia)	Langcross Carriers Inc. (Liberia)	Compagnie générale maritime et financière (France)	Seatramp (U.K.) Ltd. (United Kingdom)		Hormuz Terminal, Islamic Republic of Iran (end of January 1987)
1988	Louisiana (Bahamas)	Egalité S.A. (Panama)	Hadjipateras Group c/o Peninsular Mar. (Greece/United Kingdom)	Dorian (Hellas) S. A. (Greece)		Zurku Island, United Arab Emirates (28 October 1986) Fateh Terminal, United Arab Emirates (31 October 1986)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
	-same as above-	-same as above-	-same as above-	-same as above-		Juaymah Terminal, Saudi Arabia (11 February 1987)
	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, United Arab Emirates (13 June 1987)
						Fateh Terminal, United Arab Emirates (15 June 1987)
						Zurku Island, United Arab Emirates (27 June 1987)
	-same as above-	-same as above-	-same as above-	-same as above-		Das Island, United Arab Emirates (31 July 1987)
						Zurku Island, United Arab Emirates (1 August 1987)
1988	Luminetta (United Kingdom)	Cunard Steam-ship Company Plc. (United Kingdom)		Cunard Shipping Services Ltd. (United Kingdom)		Walvis Bay, Namibia (called 2 times in 1985 and 12 times in 1986)
1987	Manhattan Viscount (United Kingdom)	Lago Commerce Ltd. (Liberia)	Sanko Kisen K.K. (Japan)	Fearnley and Eger A/S (Norway)		Brunei Darrussalam (September 1983)
1988	Mirafiori (Liberia)	Easton Shipping Corp. (Liberia)	Marimpex (Federal Republic of Germany)	Fearnley and Eger A/S (Norway)	German Oil GmbH (Federal Republic of Germany)	Sirri Island, Islamic Republic of Iran (23 June 1985)
						Sirri Island, Islamic Republic of Iran (23 August 1985)
	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Persian Gulf (November 1985)
1987	Monemvasia (Greece)	Metropolitan Navigation Corporation (Liberia)	Metropolitan Shipping Ltd. (Greece)	Metropolitan Shipping (Greece)	Marc Rich and Company AG (Switzerland)	Brunei Darussalam (4 December 1985)
						Singapore Roads, Singapore (9 December 1985)
1988	Morning Cloud (Liberia)	Seavixen Maritime Inc. (Liberia)	Reliance Pacific Shipping Ltd.	Reliance Pacific Shipping Ltd. (Hong Kong)		Mina al Fahal, Oman (9 December 1985)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1988	Mosecliff (Norway)	Mosvold Shipping Company A/S (Norway)	Mosvold Shipping Company A/S (Norway)	Mosvold Shipping Company A/S (Norway)		Persian Gulf (late March 1985)
						Sirri Island, Islamic Republic of Iran (9 June 1985)
1987	Mospoint (Norway)	K/S A/S Mospoint (Norway)	Mosvold Rederi A/S (Norway)	Mosvold Rederi A/S (Norway)		Ras Shukheir, Egypt (14 January 1986)
1987	Neptune Otome (Singapore)		Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Marc Rich and Company AG (Switzerland)	Seria Port, Brunei Darussalam (26 September 1986)
					Shell (Brunei)	Singapore Roads, Singapore (29 September 1986)
					Marubeni (Japan)	
1987	Neptune Pavo (Singapore)	Neptune IOTA Lines Pte. Pty. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines (Singapore)	Marc Rich and Company AG (Switzerland)	Seria, Brunei Darussalam (8 May 1985 and 2 March 1986)
					Shell (Brunei)	
					Marubeni (Japan)	
1987	Neptune Pegasus (Singapore)	Neptune ETA Lines Pte. Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines (Singapore)	Marc Rich and Company AG (Switzerland)	Seria Port, Brunei Darussalam (27 July and 27 December 1985)
					Shell (Brunei)	
					Marubeni (Japan)	
1988	Neptune Pegasus (Singapore)	Neptune ETA Lines Pte. Ltd. (Singapore)	Neptune Orient Lines (Singapore)	Neptune Orient Lines (Singapore)		Seria, Brunei Darussalam (7 November 1986)
1987	Neptune Subaru (Singapore)		Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Marc Rich and Company AG (Switzerland)	Brunei Darussalam (10 July 1986)
					Shell (Brunei)	Singapore Roads, Singapore (12 July 1986)
					Marubeni (Japan)	
89-520	Neverita (Liberia)	Solena Shipping				Ras Tanura, Saudi Arabia (9 January 1989)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1988	Obo Baron (Bahamas)	B. and H. Shipping Associates VII L.P. (United States)	Sigurd Herlofson and Company A/S (Norway)	Sigurd Herlofson and Company A/S (Norway)		Umm Said, Qatar (27 February 1987) Ras Tanura, Saudi Arabia (7 March 1987) Khor Fakkan Anchorage, United Arab Emirates (14 March 1987)
1988	Oranjemund	South African Company Unicorn Lines (Proprietary) Ltd.				
89-523	Orpheum (Panama)	Hill Operating Corporation	-no information available-			Angra dos Reis, Brazil (26 January 1989)
1988	Patriotic (Greece)	Moonset Shipping Company SA (Greece)	M. Lemos and Company Ltd. (United Kingdom)	Nereus Shipping SA (Greece)		Persian Gulf (end of November 1986 Fateh Terminal, United Arab Emirates (31 December 1986) Halul Island, Qatar (early January 1987)
1987	Patriotic (Greece)	Moonset Shipping Company SA (Panama)	Nereus Shipping SA (Greece)	Nereus Shipping SA (Greece)		Jebel Dhanna, United Arab Emirates (12 April 1987)
1988	Port Hawkesbury (United Kingdom)	Canadian Pacific (Bermuda) Ltd. (Bermuda)		Canadian Pacific Bulkship Services Ltd. (United Kingdom)		Bullen Bay, Netherlands Antilles (23 January 1986)
1988	Rafio (Liberia)	Rafio Shipping Corporation (Liberia)	Marimpex (Federal Republic of Germany)	Pearnley and Eger A/S (Norway)		Fateh Terminal, United Arab Emirates (23 January 1985)
89-526	Star Cherry (Singapore)	Palm Star Lines	-same as above-	-same as above-		Seria, Brunei Darussalem (2 October 1988)
89-527	Synetos (Greece)	Synetos Shipping	-same as above-	-same as above-		Singapore (22 December 1988)
1987	Thennesig M. (Malta)	Ocean Voice Shipping Ltd. (Malta)		Thenamaris Ships Management (Greece)		Brunei Darussalam (January-February 1983)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1987	Thorsholm (Norway)	A/S Thor Dahls Hvalf. and A/S Odd and Ornen (Norway)	A/S Thor Dahl (Norway)	A/S Thor Dahl (Norway)		Juaymah, Saudi Arabia (9 February 1987)
1988	Thorsholm (Norway)	A/S Thor Dahls Hvalf. and A/S Odd and Ornen (Norway)	A/S Thor Dahl (Norway)	A/S Thor Dahl (Norway)		Mina al Fahal, Oman (early January 1985)
	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (7 July 1985) Zurku Island, United Arab Emirates (8 July 1985)
1988	Thorsaga (Norway)	A/S Thor Dahls Hvalf. and A/S Odd and Ornen (Norway)	A/S Thor Dahl (Norway)	A/S Thor Dahl (Norway)		Juaymah, Saudi Arabia (9 April 1985)
89-005	World Ambassador (Liberia)	Liberia Wisteria Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Suez, Egypt (22 February 1988), Jeddah, Saudi Arabia (25 February 1988)
89-006	World Bermuda (Liberia)	Liberian Ulysses Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Pulau Bukom, Singapore (28 August 1987), Islamic Republic of Iran (date unknown)
89-007	-same as above-	-same as above-	-same as above-	-same as above-		Ras Tanura, Saudi Arabia (2 November 1987)
89-008	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, United Arab Emirates (13 December 1987)
89-009	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, United Arab Emirates (16 April 1988)
89-010	World Brasilia (Liberia)	Liberian Bison Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fateh Terminal, United Arab Emirates (18 October 1986)
89-011	-same as above-	-same as above-	-same as above-	-same as above-		Juaymah Terminal, Saudi Arabia (30 December 1986)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
89-012	World Champion (Panama)		World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Juaymah Terminal, Ras Tunura, Saudi Arabia (24 March 1988)
89-013	World Eminence (Liberia)	Liberian Titan Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fos, France (26 February 1986)
89-014	-same as above-	-same as above-	-same as above-	-same as above-		Persian Gulf (July 1987 and 24 September 1987)
89-015	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, United Arab Emirates (27 November 1987)
						Das Island, Fujairah Anchorage (1 December 1987)
89-016	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (2 April 1988)
89-017	-same as above-	-same as above-	-same as above	-same as above-		Persian Gulf (May 1988)
89-018	-same as above-	-same as above-	-same as above-	-same as above-		Unknown port (October 1988)
89-019	World Hitachi Zosen (Liberia)	Solstice Co. Ltd. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Zeit Bay, Egypt (19 June 1988)
89-020	-same as above-	-same as above-	-same as above-	-same as above-		Umm Said, Qatar (30 July 1988)
89-021	World Nisseki (Liberia)		World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Europoort, Netherlands (19 January 1987)
89-022	-same as above-		-same as above-	-same as above-		Jebel Dhanna, Fateh Terminal, United Arab Emirates (5 April 1987)
89-023	World Progress (Liberia)	Liberian Begonia Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Group (Hong Kong)		Fateh Terminal, United Arab Emirates (21 November 1986)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
89-024	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (24 December 1986)
89-025	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, Das Island, United Arab Emirates (19 June 1987)
89-026	-same as above-	-same as above-	-same as above-	-same as above-	Total (France)	Jebel Dhanna, United Arab Emirates (1 August 1987)
89-027	-same as above-	-same as above-	-same as above-	-same as above		Jebel Dhanna, Fateh Terminal, United Arab Emirates (17 November 1987)
89-028	-same as above-	-same as above-	-same as above-	-same as above-		Ras Shukkeir, Zeit Bay, Egypt and Jeddah, Saudi Arabia (31 May 1988)
89-029	-same as above-	-same as above-	-same as above-	-same as above-		Ras Shukkeir, Zeit Bay, Egypt (23 July 1988)
89-030	-same as above-	-same as above-	-same as above-	-same as above-		Unknown (September 1988)
89-031	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, Fateh Terminal, United Arab Emirates (22 November 1988)
1988	World Renown (Liberia)	Liberian Jaguar Transports Inc. (Hong Kong)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)	Sigmoil (United Kingdom)	Persian Gulf (11 May 1987)
89-032	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Juaymah Terminal, Saudi Arabia (16 March 1987)
89-033	-same as above-	-same as above-	-same as above-	-same as above-		Persian Gulf (May 1987)
89-034	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates, Mina al Fahal, Oman (24 January 1988)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
89-035	-same as above-	-same as above-	-same as above-	-same as above-		Ras Gharib, Egypt (5 May 1988)
89-036	World Summit (Liberia)	Liberian Serenity Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Unknown
89-037	-same as above-	-same as above-	-same as above-	-same as above-		Persian Gulf (September 1987)
89-038	-same as above-	-same as above-	-same as above-	-same as above-		Larak Island, Islamic Republic of Iran
1988	World Symphony (Liberia)	Chiswell Shipping Ltd. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)	Marubeni (Japan) Marc Rich and Company AG (Switzerland)	Zurku Island, United Arab Emirates (26 September 1986) Halul Island, Qatar (unknown date)
	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Zurku Island, United Arab Emirates (late February/early March 1987)
89-039	-same as above-	-same as above-	-same as above-	-same as above-	Marc Rich and Co. AG (Switzerland)	Zurku Island, Fateh Terminal, United Arab Emirates (1 October 1986)
89-040	-same as above-	-same as above-	-same as above-	-same as above-	Marc Rich and Co. AG (Switzerland)	Zurku Island, United Arab Emirates (21 February 1987)
89-041	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Unknown
1988	World Truth (Liberia)	Liberian Haven Transports Inc. (Liberia)	World-Wide Shipping Group (Hong-Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Singapore Roads, Singapore (25 June 1985)
89-042	-same as above-	-same as above-	-same as above-	same as above-		Fateh Terminal, United Arab Emirates (7 July 1987)
89-043	-same as above-	-same as above-	-same as above-	-same as above-		Singapore Roads, Singapore (19 September 1987)

Year or number	Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
89-044	World Victory (Liberia)	Brightness Co. S.A. (Panama)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Hovic, United States Virgin Islands (26 March 1987)
89-045	-same as above-	-same as above-	-same as above-	-same as above-		Islamic Republic of Iran (August 1987)
1988	World Xanadu (Liberia)	Liberian Courage Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fateh Terminal, United Arab Emirates, Mina al Fahal, Oman (27 October 1986)
89-046	World Xanadu (Liberia)	Liberian Begonia Transportation, Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fateh Terminal, United Arab Emirates (26 October 1986)
89-047	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, Fateh Terminal, United Arab Emirates (10 December 1987)
89-048	-same as above-	-same as above-	-same as above-	-same as above-		Zurku Island, Das Island, United Arab Emirates (12 December 1987)

B. Communications between Governments and the Intergovernmental Group concerning cases reported in 1988 and 1989

1. In a note verbale dated 16 August 1989, the Permanent Observer of the Republic of Korea transmitted documents regarding the ship World Eminence (89-018) showing that the ship, which departed Onsan on 21 October 1988, unloaded Iranian crude oil for a Korean company and left the Republic of Korea without cargo. The ship's next destination was reported to be Singapore.

2. In a note verbale dated 10 October 1989, the Permanent Representative of the Islamic Republic of Iran sent copies of documentation concerning alleged cases of violation reported in 1988 and 1989. After reviewing the documentation, the Intergovernmental Group decided to close the following cases: Licorne Océane, World Champion (89-012) and World Summit (89-036). The Group decided to request detailed information to further shed light on the following cases: Actor, Mirafiori, World Symphony, Moscliff, Chase Venture and World Victory (89-045).

3. In a note verbale dated 20 October 1989, the Permanent Representative of Greece sent copies of documentation regarding the ships Ethnic and Patriotic, on which reports were made in 1988. After reviewing the documentation, the Intergovernmental Group decided that the two cases should be closed.

4. In another note verbale dated 6 April 1990, the Permanent Mission of Greece sent copies of documentation regarding the ship Synetos (89-527). After reviewing the documentation, the Intergovernmental Group decided that the case should be closed.

5. In a note verbale dated 19 December 1989, the Permanent Representative of Egypt transmitted copies of bills of lading concerning World Ambassador (89-005), World Hitachi Zosen (89-019), World Progress (89-028) and (89-029), and World Renown (89-035). After reviewing the documentation, the Intergovernmental Group decided to request copies of discharge certificates in respect of the aforementioned cases.

6. In a note verbale dated 29 January 1990, the Mission of Qatar submitted information on cases reported in 1988. After considering the information submitted, the Intergovernmental Group decided to close the case involving the ship Obo Baron and to request further information regarding the ship Ethnic.

7. The Group requested a copy of the certificate of discharge concerning the case of Patriotic.

8. In the same note verbale, the Mission submitted information on cases reported in 1989. After considering the information submitted, the Intergovernmental Group decided to maintain the cases involving the ships World Brasilia (89-010), World Symphony (89-039) and World Victory (89-045), pending submission of certificates of discharge.

9. In a note verbale dated 2 February 1990, the Permanent Mission of Spain informed the Intergovernmental Group that the ship World Summit (89-036), which stopped at Bilbao, Spain, from 21 to 24 March 1987, departed on 25 March 1987 without any cargo and its destination unknown while awaiting orders from its owner. Based on that information, the Group decided that Spain was no longer associated with the case of World Summit (89-036).

10. In a note verbale dated 3 March 1990, the Permanent Representative of Saudi Arabia transmitted documentation concerning several alleged cases. After reviewing the documentation, the Intergovernmental Group decided to close the cases of World Brasilia (89-011) and Neverita (89-528). Regarding the cases World Xanadu (89-048), Orpheum (89-523) and Star Cherry (89-526), the Group took note of information submitted by the Mission of Saudi Arabia and decided to take no action since those cases did not involve Saudi Arabia.

ANNEX III

Summary of cases of alleged violations reported in 1990

(The listing of ships in this annex in no way implies a charge against or a passing of judgement on the individual States concerned or companies under their jurisdiction. The Intergovernmental Group is still verifying the information received, and it continues to depend on the co-operation extended to it by Governments.)

89-078

1. The Griparion is a combination carrier of 70,247 deadweight tons registered under the flag of Cyprus. It is owned by Tharros Shipping Co. Ltd. (Cyprus) and beneficially owned by Thalassic Steamship Agency Inc. (Greece). The manager is Thalassic Steamship Agency Inc. (Greece). It departed from Fujairah Anchorage, United Arab Emirates, on 8 September 1988. It is alleged to have delivered oil to South Africa before arriving at Singapore on 12 October 1988.

89-080

2. The Ocean Carrier is a combination carrier of 123,999 deadweight tons registered under the flag of Cyprus. It is owned by Amalia Navigation and managed by Columbia Shipmanagement. It departed from Kerteh, Malaysia, on 15 December 1988 and stopped at Singapore on 16 December 1988. It is alleged to have delivered oil to South Africa before arriving at Fos, France, on 30 January 1989. The cargo was owned by Kuo International Oil Ltd. (Hong Kong).

89-211

3. The Sea Victory is a combination carrier of 85,989 deadweight tons registered under the flag of Liberia. It is owned by Sea Victory Maritime (Liberia) and beneficially owned and managed by European Navigation Inc. (Greece). It departed from Fujairah Anchorage, United Arab Emirates, on 28 October 1988. It is alleged to have delivered oil to South Africa before passing through Gibraltar on 10 December 1988.

89-212

4. The same ship passed through Suez, Egypt, on 17 February 1988 and stopped at an unidentified port in the Islamic Republic of Iran. It is alleged to have delivered oil to South Africa before passing through Gibraltar on 13 April 1988.

89-496

5. The South Star is a combination carrier of 74,555 deadweight tons registered under the flag of the Philippines. It is owned by Ocean Queen Maritime (Philippines) and managed by European Navigation Inc. (Greece). It passed through Suez, Egypt, and stopped at an unidentified port (Islamic Republic of Iran) on 23 October 1988. It is alleged to have delivered oil to South Africa before arriving at Gijón, Spain, on 22 December 1988.

90-001

6. The Ugland Obo-One was a combination carrier of 54,500 deadweight tons registered under the flag of Panama. It was owned by Obo Freight S.A. (Panama) and beneficially owned by Andreas Ugland (Norway). The manager was Ugland Management Co. A/S (Norway). It departed from Port Jerôme, France, on 18 March 1987 and stopped in Tenerife (Spain) on 23 March 1987. It is alleged to have delivered oil to South Africa before arriving at Las Palmas, Spain, on 23 April 1987.

90-002

7. The Patriotic is a tanker of 253,998 deadweight tons registered under the flag of Greece. It is owned by Moonset Shipping Co. S.A. (Panama) and beneficially owned by C. M. Lemos (United Kingdom, Greece). The manager is Nereus Shipping S.A. (Greece). It departed from Fateh Terminal, United Arab Emirates, on 14 March 1988. It is alleged to have delivered oil to South Africa before arriving at a port in the Islamic Republic of Iran on an unknown date.

90-003

8. The same ship departed from Fateh Terminal on 31 July 1988 and stopped at Halul Island, Qatar, on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 7 September 1988.

90-004

9. The Faroship L. is a tanker of 265,951 deadweight tons registered under the flag of Greece. It is owned by Ceres Hellenic Shipping Enterprises (Greece) and beneficially owned by G. P. Livanos/Carras Group (United Kingdom, Greece). The manager is Ceres Hellenic Shipping Enterprises (Greece). It departed from Kharg Island, Islamic Republic of Iran, on 6 October 1986. It is alleged to have delivered oil to South Africa before arriving at Genoa, Italy, on 30 January 1987.

90-005

10. The same ship departed from Jebel Dhanna, United Arab Emirates, on 5 October 1987 and stopped at Ras Tanura, Saudi Arabia, on 6 October 1987. It is alleged to have delivered oil to South Africa before arriving at Hormuz Terminal, Islamic Republic of Iran, on an unknown date.

90-006

11. The Ethnic is a tanker of 274,616 deadweight tons registered under the flag of Greece. It is owned by Moonlight Shipping Co. S.A. and beneficially owned by C. M. Lemos (United Kingdom, Greece). The manager is Nereus Shipping S.A. (Greece). It departed from Mina al Fahal, Oman, on 10 March 1988. It is alleged to have delivered oil to South Africa before arriving at Ras Al Khafji, Saudi Arabia, on an unknown date.

90-007

12. The same ship departed from Fateh Terminal, United Arab Emirates, on 3 June 1988. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 23 July 1988.

90-008

13. The same ship departed from Jebel Dhanna on 23 July 1988 and stopped at Zurku Island, United Arab Emirates, on 24 July 1988. It is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 22 August 1988.

90-009

14. The same ship departed from Fateh Terminal on 23 August 1988. It is alleged to have delivered oil to South Africa before arriving at Fateh Terminal on 25 September 1988.

90-010

15. The same ship departed from Fateh Terminal on 26 September 1988 and stopped at Halul Island, Qatar, on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 15 November 1988. The cargo was owned by Marc Rich and Co. AG (Switzerland).

90-011

16. The same ship departed from Jebel Dhanna, United Arab Emirates, on 6 March 1989 and stopped at Das Island, United Arab Emirates, on the same day. It also stopped at Zurku Island, United Arab Emirates, on 7 March 1989. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran, on an unknown date.

90-012

17. The World Xanadu is a tanker of 264,170 deadweight tons registered under the flag of Liberia. It is owned by Liberian Courage Transports Inc. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed Umm Said, Qatar, on an unknown date and stopped at Fateh Terminal, United Arab Emirates, on 3 September 1987. It is alleged to have delivered oil to South Africa before arriving at an unidentified port on an unknown date.

90-013

18. The same ship departed from an unidentified port in the Islamic Republic of Iran on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 5 December 1987.

90-014

19. The World Renown is a tanker of 262,267 deadweight tons registered under the flag of Liberia. It is owned by Liberia Jaguar Transports Inc. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Jebel Dhanna on 3 July 1989 and stopped at Mina al Fahal, Oman, on 5 July 1989. It is alleged to have delivered oil to South Africa before stopping at Halul Island, Qatar, on an unknown date and arriving at Mina al Fahal on 11 August 1989.

90-015

20. The same ship departed from Ras Shukheir, Egypt, on 23 October 1989. It is alleged to have delivered oil to South Africa before arriving at Kuwait on 1 January 1990. The cargo was owned by African Middle East Petroleum (Monaco, Switzerland).

90-016

21. The Rafio is a tanker of 290,271 deadweight tons registered under the flag of Liberia. It is owned by Rafio Shipping Corp. (Liberia) and beneficially owned by Marimpex (Federal Republic of Germany). The manager was Fearnley & Eger A/S (Norway). It departed Fujairah Anchorage, United Arab Emirates, on 23 March 1987 and stopped at an unidentified port in the Islamic Republic of Iran on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on 22 June 1987. The cargo was owned by Marimpex (Federal Republic of Germany).

90-017

22. The same ship departed from Fujairah Anchorage on 10 August 1987 and stopped at an unidentified port in the Islamic Republic of Iran on 13 August 1987. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 12 September 1987. The cargo was owned by Marimpex (Federal Republic of Germany).

90-018

23. The same ship departed from Fujairah Anchorage on 12 September 1987. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 19 December 1987. The cargo was owned by Marimpex (Federal Republic of Germany).

90-019

24. The same ship departed from Fujairah Anchorage on 23 December 1987 and stopped at an unidentified port in the Islamic Republic of Iran on an unknown date. It stopped at Fujairah Anchorage on 27 December 1987. It is alleged to have delivered oil to South Africa before arriving at an unidentified port on an unknown date. The cargo was owned by Marimpex (Federal Republic of Germany).

90-020

25. The same ship departed from an unidentified port on an unknown date and stopped at an unidentified port in the Islamic Republic of Iran on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 4 March 1988. The cargo was owned by Marimpex (Federal Republic of Germany).

90-021

26. The same ship departed from Fujairah Anchorage on 13 August 1988 and stopped at Hormuz Terminal, Islamic Republic of Iran, on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on an unknown date. The cargo was owned by Marimpex (Federal Republic of Germany).

90-022

27. The same ship departed from Fujairah Anchorage on 22 September 1988 and stopped at an unidentified port in the Islamic Republic of Iran on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 4 November 1988. The cargo was owned by Marimpex (Federal Republic of Germany).

90-023

28. The same ship departed from Fujairah Anchorage on 8 November 1988 and stopped at an unidentified port in the Islamic Republic of Iran on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 27 December 1988. The cargo was owned by Marimpex (Federal Republic of Germany).

90-024

29. The Friendship L. is a tanker of 267,589 deadweight tons registered under the flag of Liberia. It is owned by Elfontana Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group (United Kingdom, Greece). The manager is Ceres Hellenic Shipping Enterprises (Greece). It departed from Mina al Fahal, Oman, on 4 January 1987 and stopped at an unidentified port on an unknown date before returning to Mina al Fahal on 11 January 1987. It is alleged to have delivered oil to South Africa before arriving at Khor Fakkan Anchorage, United Arab Emirates, on 17 February 1987.

90-025

30. The same ship departed from Hormuz Terminal, Islamic Republic of Iran, on 28 March 1988. It is alleged to have delivered oil to South Africa before arriving at an unidentified port on an unknown date.

90-026

31. The same ship departed from an unidentified port in the Islamic Republic of Iran around 15 April 1988. It is alleged to have delivered oil to South Africa before arriving at Kuwait around 15 May 1988.

90-027

32. The Freedomship L. is a tanker of 283,271 deadweight tons registered under the flag of Liberia. It is owned by Elfontana Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group (United Kingdom, Greece). The manager is Ceres Hellenic Shipping Enterprises (Greece). The cargo was owned by Marc Rich and Co. AG (Switzerland). It departed from Halul Island, Qatar, on 28 October 1988 and stopped at Ras Tanura, Saudi Arabia, on 30 October 1988. It is alleged to have delivered oil to South Africa before arriving at Mina al Ahmadi, Kuwait, on an unknown date.

90-028

33. The Fortuneship L. is a tanker of 264,190 deadweight tons registered under the flag of Liberia. It is owned by Elregina Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group (United Kingdom). The manager is Ceres Hellenic

Shipping Enterprises (Greece). It departed from an unidentified port in the Islamic Republic of Iran on an unknown date and stopped at an unidentified port in Qatar and departed on 5 April 1987. It is alleged to have delivered oil to South Africa before arriving at an unidentified port in the Islamic Republic of Iran on an unknown date.

90-029

34. The same ship departed from an unidentified port in the Islamic Republic of Iran around 15 May 1987. It is alleged to have delivered oil to South Africa before arriving at an unidentified port in the Islamic Republic of Iran around 15 June 1987.

90-030

35. The same ship departed from an unidentified port in the Islamic Republic of Iran on 15 June 1987 and stopped at Umm Said, Qatar, on 17 June 1987. It is alleged to have delivered oil to South Africa before arriving at an unidentified port on an unknown date.

90-031

36. The Fellowship L. is a tanker of 264,108 deadweight tons registered under the flag of Liberia. It is owned by Elgrandiosa Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group (United Kingdom, Greece). The manager is Ceres Hellenic Shipping Enterprises (Greece). It departed from an unidentified port in the Islamic Republic of Iran on 28 July 1987. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 27 August 1987.

90-032

37. The same ship departed from Jebel Dhanna on 30 August 1987 and stopped at Das Island, United Arab Emirates, on 2 September 1987. It is alleged to have delivered oil to South Africa before arriving at an unidentified port around 15 October 1987.

90-033

38. The same ship departed from an unidentified port in the Islamic Republic of Iran around 15 April 1987. It is alleged to have delivered oil to South Africa before arriving at an unidentified port on an unknown date.

90-034

39. The Dorian was a tanker of 260,140 deadweight tons and was registered under the flag of Nigeria. It was owned by Dorian Navigation Corp. (Liberia) and beneficially owned by Marimpex (Federal Republic of Germany). The manager was Fearnley and Eger A/S (Norway). It departed from Larak Island, Islamic Republic of Iran, around 15 March 1987 and stopped at Fujairah Anchorage, United Arab Emirates, on 26 March 1987 departing from there on 6 April 1987. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 20 May 1987. The cargo was owned by Marimpex (Federal Republic of Germany).

90-035

40. The same ship departed from Fujairah Anchorage on 7 December 1987. It is alleged to have delivered oil to South Africa before stopping at an unidentified port in the Islamic Republic of Iran on 1 January 1988 and arriving at Fujairah Anchorage on 7 January 1988. The cargo was owned by Marimpex (Federal Republic of Germany).

90-036

41. The same ship departed from Fujairah Anchorage on 9 January 1988. It is alleged to have delivered oil to South Africa before arriving at Hormuz Terminal, Islamic Republic of Iran, on 1 February 1988. The cargo was owned by Marimpex (Federal Republic of Germany).

90-037

42. The same ship departed from Fujairah Anchorage on 27 September 1988. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran, on 1 November 1988. The cargo was owned by Marimpex (Federal Republic of Germany).

90-038

43. The Champion is a combination carrier of 112,109 deadweight tons registered under the flag of Liberia. It is owned by Oceanides Shipping Corp. (Liberia) and beneficially owned by Ravano Group (Monaco). The manager is Société d'études et de gestion (Monaco). It departed from Dar es Salaam, United Republic of Tanzania, on 8 January 1988 and stopped at an unidentified port on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Trieste, Italy, on 16 April 1988.

90-039

44. The Capt. G. P. Livanos is a tanker of 259,657 deadweight tons registered under the flag of Greece. It is owned by Elcapitaine Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group (United Kingdom, Greece). The manager is Ceres Hellenic Shipping Enterprises (Greece). It departed from Umm Said, Qatar, on an unknown date and stopped at Fateh Terminal, United Arab Emirates, on 22 April 1988. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 27 May 1988. The cargo was owned by Volero Refining Co. (United States of America).

90-040

45. The same ship departed from Ras Shukheir, Egypt, on 29 December 1987 and stopped at Yanbu and Jeddah, Saudi Arabia, on 30 December 1987 and 2 January 1987, respectively. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 8 February 1988. The cargo was owned by African Middle East Petroleum (Monaco, Switzerland).

90-041

46. The Azuro was a tanker of 268,863 deadweight tons registered under the flag of Liberia. It was owned by Azuro Shipping Co. (Liberia) and beneficially owned by Marimpex (Federal Republic of Germany). The manager was Alpha Tankschiffahrt-Beteiligungs-Gesellschaft (Switzerland). It departed from Fujairah Anchorage, United Arab Emirates, on 23 December 1987 and stopped at Hormuz Terminal, Islamic Republic of Iran, on 30 December 1987. It is alleged to have delivered oil to South Africa before arriving at an unidentified port in the Islamic Republic of Iran on an unknown date. The cargo was owned by Marimpex (Federal Republic of Germany).

90-042

47. The same ship departed from an unidentified port in the Islamic Republic of Iran around 15 February 1988. It is alleged to have delivered oil to South Africa before arriving at Hormuz Terminal, Islamic Republic of Iran, on 27 March 1988. The cargo was owned by Marimpex (Federal Republic of Germany).

90-043

48. The same ship departed from Hormuz Terminal on 27 March 1988. It is alleged to have delivered oil to South Africa before stopping at an unidentified port on an unknown date. It arrived at Jeddah, Saudi Arabia, on 12 May 1988. The cargo was owned by Marimpex (Federal Republic of Germany).

90-044

49. The World Hitachi Zosen is a tanker of 268,904 deadweight tons registered under the flag of Liberia. It is owned by Solstice Co. Ltd. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Ras Shukheir, Egypt, on 21 January 1989 and made stops at Ras Gharib and Suez Bay, Egypt, on 23 January and 25 January 1989. It is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 4 March 1989. The cargo was owned by African Middle East Petroleum (Monaco, Switzerland).

90-045

50. The same ship departed from Fateh Terminal on 5 March 1989. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 29 April 1989.

90-046

51. The World Harmony is a tanker of 259,596 deadweight tons registered under the flag of Panama. It is owned by Canwood Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Mina al Fahal, Oman, on 27 April 1988. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on 26 May 1988.

90-047

52. The same ship departed from Mina al Fahal on 10 September 1988. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 7 October 1988.

90-048

53. The same ship departed from Fujairah Anchorage on 7 October 1988. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 24 November 1988.

90-049

54. The World Champion is a tanker of 273,117 deadweight tons. It is owned by Golden Pine Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Ras Shukheir, Egypt, on 24 April 1989 and stopped at Zeit Bay Terminal, Egypt, on 24 April 1989 and Jeddah, Saudi Arabia, on 27 April 1989. It is alleged to have delivered oil to South Africa before arriving at an unknown port on an unknown date. The cargo was owned by Africa Middle East Petroleum (Monaco, Switzerland).

90-050

55. The World Ambassador is a tanker of 237,474 deadweight tons registered under the flag of Liberia. It is owned by Liberian Wisteria Transports Inc. (Liberia) and beneficially owned by World-Wide Shipping Agency Ltd. (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fateh Terminal, United Arab Emirates, on 27 September 1989. It is alleged to have delivered oil to South Africa before arriving at Jebel Ali, United Arab Emirates, on 8 November 1989.

90-051

56. The same ship departed from Jebel Ali and stopped at Jebel Dhanna and Zurku Island, United Arab Emirates, on 8 November 1989. It is alleged to have delivered oil to South Africa before arriving at Das Island, United Arab Emirates, on 12 December 1989.

90-052

57. The World Admiral is a tanker of 237,311 deadweight tons registered under the flag of Liberia. It is owned by Liberian Prosperity Transports Inc. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from an unidentified port around 15 August 1989. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran, on 21 September 1989.

90-053

58. The Tenacity was a tanker of 44,990 deadweight tons and was registered under the flag of Singapore. It was owned by Transpetrol Carriers Pte. Ltd. (Singapore) and was beneficially owned by Transpetrol Services NV (Belgium). The manager was Wallem Shipmanagement Ltd. (Hong Kong). It departed from New Orleans, United

States of America, on 3 June 1987. It is alleged to have delivered oil to South Africa before arriving at San Lorenzo, Argentina, on 17 July 1987. The cargo was owned by Canadian Pacific (Canada).

90-054

59. The Probo Gull is a combination carrier of 47,980 deadweight tons registered under the flag of Singapore. It is owned by New Combo Ships Pte. Ltd. (Singapor) and beneficially owned by A/S Havtor Management (Norway). The manager is Bulkhandling (Norway). It departed from Constanza, Romania, on an unknown date and passed through Istanbul, Turkey, on 5 August 1989 and Suez, Egypt, on 8 August 1989. It stopped at Aden, Democratic Yemen, on an unknown date. It is alleged to have delivered oil to South Africa before arriving at St. Eustatius, Netherlands Antilles, on 18 September 1989.

90-055

60. The Brali is a tanker of 48,580 deadweight tons registered under the flag of Norway (International Registry). It is owned by K/S A/S Bill Brali (Norway) and beneficially owned by L. Gill-Johannesen A/S (Norway). The manager is Bulkhandling (Norway). It departed from Mombasa, Kenya, on 29 January 1989. It is alleged to have delivered oil to South Africa before arriving at Singapore on 28 February 1989. The cargo was owned by Kobil (Kenya) and Marc Rich and Co. AG (Switzerland).

90-056

61. The Theogennitor is a combination carrier of 116,978 deadweight tons registered under the flag of Cyprus. It is owned by Tankertrade Marine Ltd. (Cyprus) and beneficially owned by Polembros Shipping Ltd. (United Kingdom). The manager is Polembros Shipping Ltd. (United Kingdom). It departed from Umm Said, Qatar, and stopped at an unidentified port on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Rotterdam, Netherlands, on 6 April 1988.

90-057

62. The Louisiana is a tanker of 315,713 deadweight tons registered under the flag of the Bahamas. It is owned by Egalit S.A. (Panama) and beneficially owned by Hadjipateras Group (United Kingdom). The manager is Dorian (Hellas) S.A. (Greece). It departed from an unidentified port in the Islamic Republic of Iran on 8 September 1987. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on 23 October 1987.

90-058

63. The same ship departed from Bahrain on 7 March 1988 and stopped at an unidentified port on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 8 April 1988.

90-059

64. The Ambia Fair is a combination carrier of 78,434 deadweight tons registered under the flag of the Bahamas. It is owned by Ambia Fair Inc. (Bahamas) and beneficially owned by Leif Hoegh and Co. A/S (Norway). The manager is Leif Hoegh and Co. A/S (Norway). It departed from Agioi Theodoroi, Greece, on an unknown date and passed through Suez, Egypt, on 3 October 1989. It is alleged to have delivered oil to South Africa before arriving at Europort, Netherlands, on 28 November 1989.

90-060

65. The Alki is a tanker of 232,260 deadweight tons registered under the flag of Cyprus. It is owned by Fresia Navigation Co. Ltd. (Cyprus) and beneficially owned by Seaarland Shipping Management (Austria). The manager is Seaarland Shipping Management (Austria). It departed from Ras Shukheir, Egypt, on 7 November 1989 and stopped at Zeit Bay Terminal, Egypt, on 7 November 1989. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, around 15 December 1988. The cargo was owned by African Middle East Petroleum (Monaco, Switzerland).

90-061

66. The same ship departed from Jebel Dhanna on 18 June 1988 and stopped at Zurku Island, United Arab Emirates, on 20 June 1988. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna on 6 September 1988.

90-062

67. The same ship departed from Jebel Dhanna on 6 September 1988 and stopped at Fateh Terminal, United Arab Emirates, on 8 September 1988. It is alleged to have delivered oil to South Africa before arriving at an unidentified port on 1 October 1988.

90-063

68. The same ship departed from Jebel Dhanna on 16 December 1988 and stopped at Das Island, United Arab Emirates, on 17 December 1988. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on 20 January 1989.

90-064

69. The Quebec is a tanker of 39,728 deadweight tons registered under the flag of the Bahamas. It is owned by Laguna Shipping Corp. (Gibraltar) and beneficially owned by Vlasov Group (Monaco). The manager is V. Ships (Monaco). It departed from Amsterdam on 25 May 1989. It is alleged to have delivered oil to South Africa before arriving at Colombo, Sri Lanka. The cargo was owned by Marc Rich and Co. AG (Switzerland).

90-065

70. The Hoegh Fountain is a combination carrier at 78,488 deadweight tons registered under the flag of the Bahamas. It is owned and managed by Leif Hoegh and Co. A/S (Norway). It departed from Brofjorden, Sweden, on 4 September 1989 and

stopped at Amsterdam on 6 September 1989. It is alleged to have delivered oil to South Africa before arriving at Tarragona, Spain. The cargo was owned by Inter-Mediterranean Petroleum (United Kingdom).

90-066

71. The Hoegh Foam is a combination carrier of 78,571 deadweight tons registered under the flag of the Bahamas. It is owned and managed by Leif Hoegh and Co. A/S (Norway). It departed from Amsterdam on 10 November 1989. It is alleged to have delivered oil to South Africa before arriving at Dunkirk, France. The cargo was owned by Marc Rich and Co. AG (Switzerland).

90-067

72. The same ship departed from Constanza, Romania, on 12 September 1989 and passed through Istanbul, Turkey, on 16 September 1989 and Suez, Egypt, on 19 September 1989. It is alleged to have delivered oil to South Africa before arriving at Zeebrugge, Belgium, on 31 October 1989.

90-068

73. The Pacificos is a crude oil tanker of 246,050 deadweight tons registered under the flag of Cyprus. It is owned by Gibbon Shipping Ltd. (Cyprus) and beneficially owned by Kulukundis Group (United Kingdom). The manager is Saipan SS Corp./Kassos Maritime (Greece). It departed from Halul Island, Qatar, on an unknown date and stopped at Fateh Terminal, United Arab Emirates, on 15 July 1987. It is alleged to have delivered oil to South Africa before arriving at an unidentified port on an unknown date.

90-069

74. The same ship departed from an unidentified port on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Hormuz Terminal, Islamic Republic of Iran, on 30 October 1987.

90-070

75. The same ship departed from Ras Shukheir, Egypt, on 25 October 1988 and stopped at Zeit Bay Terminal, Egypt, on 27 October 1988. It is alleged to have delivered oil to South Africa before arriving at an unidentified port on an unknown date.

90-071

76. The same ship departed from an unidentified port around 15 December 1988. It is alleged to have delivered oil to South Africa before arriving at an unidentified port around 15 January 1989.

90-072

77. The same ship departed from an unidentified port around 15 January 1989. It is alleged to have delivered oil to South Africa before arriving at an unidentified port around 15 February 1989.

90-073

78. The same ship departed from an unidentified port around 15 February 1989. It is alleged to have delivered oil to South Africa before arriving at an unidentified port around 15 March 1989.

90-074

79. The same ship departed from an unidentified port around 15 March 1989. It is alleged to have delivered oil to South Africa before arriving at an unidentified port around 15 May 1989.

90-075

80. The same ship departed from Zeit Bay Terminal on 6 June 1989 and stopped at unidentified ports on 6 June and 9 June 1989. It is alleged to have delivered oil to South Africa before arriving at an unidentified port around 15 July 1989.

90-076

81. The Boni is a tanker of 254,681 deadweight tons registered under the flag of Cyprus. It is owned by Seaemblem Marine Ltd. (Cyprus) and beneficially owned by Thenamaris Group (Greece). The manager is Thenamaris (Ships Management) (Greece). It departed from Fateh Terminal, United Arab Emirates, on 20 February 1988 and stopped at an unidentified port in the Islamic Republic of Iran on 23 February 1988. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 27 March 1988.

90-077

82. The Alki is a tanker of 232,260 deadweight tons registered under the flag of Cyprus. It is owned by Fresia Navigation Co. Ltd. (Cyprus) and beneficially owned by Seaarland Shipping Management (Austria). The manager is Seaarland Shipping Management (Austria). It departed from Fateh Terminal, United Arab Emirates, on 2 May 1989. It is alleged to have delivered oil to South Africa before arriving at an unidentified port on 30 May 1989.

90-078

83. The same ship departed from Jebel Dhanna, United Arab Emirates, on 3 August 1989 and stopped at Zurku Island, United Arab Emirates, on 4 August 1989. It is alleged to have delivered oil to South Africa before arriving at Khor Fakkan, United Arab Emirates, on an unknown date and Zurku Island on 10 September 1989.

90-079

84. The same ship departed from Zurku Island on 11 September 1989 and stopped at Mina al Fahal, Oman, on 13 September 1989. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, United Arab Emirates, on 17 November 1989.

90-080

85. The Brittany is a tanker of 233,348 deadweight tons registered under the flag of Panama. It is owned by Pine Shipping Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Ras Shukheir, Egypt, on 7 December 1989 and stopped at Zeit Bay Terminal, Egypt, on 10 December 1989. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran, on 17 January 1990. The cargo was owned by African Middle East Petroleum (Monaco, Switzerland).

90-081

86. The Cali is a tanker of 236,425 deadweight tons registered under the flag of Liberia. It is owned by Denetton Co. Ltd. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Jebel Dhanna, United Arab Emirates, on 14 July 1989 and stopped at Fateh Terminal, United Arab Emirates, on 15 July 1989. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna on 27 August 1989.

90-082

87. The same ship departed from Fateh Terminal on 13 June 1989. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna on 13 July 1989.

90-083

88. The same ship departed from Jebel Dhanna on 4 May 1989 and stopped at Zurku Island, United Arab Emirates, on 5 May 1989. It is alleged to have delivered oil to South Africa before arriving at Fateh Terminal on 11 June 1989.

90-084

89. The Obo Vega is a combination carrier of 97,947 deadweight tons registered under the flag of Turkey. It is owned by Ermar Deniz Tasimiciligi AS (Turkey) and beneficially owned by Marti Shipping and Trading Co. (Turkey). The manager is Marti Shipping and Trading Co. (Turkey). It departed from Amsterdam around 15 June 1989. It is alleged to have delivered oil to South Africa before passing Istanbul, Turkey, on 18 August 1989.

90-085

90. The Griparion is a combination carrier of 70,247 deadweight tons registered under the flag of Cyprus. It is owned by Tharros Shipping Co. Ltd. (Cyprus) and beneficially owned by Thalassic Steamship Agency Inc. (Greece). The manager is Thalassic Steamship Agency Inc. (Greece). It departed from Amsterdam on 5 June 1989. It is alleged to have delivered oil to South Africa before arriving at Singapore on 25 July 1989.

90-086

91. The same ship departed from Amsterdam on 30 December 1989 and stopped at Las Palmas, Spain, on 5 January 1990. It is alleged to have delivered oil to South Africa before arriving at Hong Kong on 2 March 1990. The cargo was owned by Marc Rich and Co. AG (Switzerland).

90-088

92. The Rafio is a tanker of 290,271 deadweight tons registered under the flag of Liberia. It is owned by Rafio Shipping Corp. (Liberia) and beneficially owned by Marimpex (Federal Republic of Germany). The manager is Marimpex (Federal Republic of Germany). It departed from Fujairah Anchorage, United Arab Emirates, on 18 March 1989 and stopped at an unidentified port on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Jeddah, Saudi Arabia, on 5 May 1989. The cargo was owned by Marimpex (Federal Republic of Germany).

90-089

93. The same ship departed from Fujairah Anchorage, United Arab Emirates, on 27 October 1989. It is alleged to have delivered oil to South Africa before arriving at an unidentified port on 1 December 1989. The cargo was owned by Marimpex (Federal Republic of Germany).

90-090

94. The same ship departed from an unidentified port around 15 December 1989. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 3 February 1990. The cargo was owned by Marimpex (Federal Republic of Germany).

ANNEX IV a/

Survey of unclarified tanker calls at South African ports reported in 1990

The listing of ships in this annex in no way implies a charge against or a passing of judgement on the individual States concerned or companies under their jurisdiction. The Intergovernmental Group is still verifying the information received, and it continues to depend on the co-operation extended to it by Governments.

Case number	Ship	Country of registration	Last known porting b/	First South African porting	Date of first South African porting c/
90-091	Magic Sky	Liberia	Rio Grande, Brazil	Cape Town	24 December 1989 (pre)
90-095	El Omar	Unknown	Jeddah, Saudi Arabia	Cape Town	23 September 1989
90-096	Cosmas A	Malta	Rio Grande, Brazil	Durban	28 October 1989
90-097	Singa Wilmona	Bahamas	Mauritius, Mauritius	Durban	5 November 1989
90-098	Lucor Manor	Liberia	St. Helena, St. Helena	Durban	20 October 1989
90-100	Bunga Sepang	Malaysia	Rio Grande, Brazil	Cape Town	5 September 1989 (post)
90-101	Magic Mercury	Liberia	Bahia Blanca, Argentina	Durban	4 September 1989
90-102	Magic Mercury	Liberia	Maputo, Mozambique	Durban	19 June 1989
90-103	Magic Mercury	Liberia	Bahia Blanca, Argentina	Durban	19 February 1989
90-104	Kira	Panama	Barcelona, Spain	Durban	9 January 1990
90-105	Kira	Panama	Rotterdam, Netherlands	Durban	19 November 1989
90-106	Kira	Panama	Maputo, Mozambique	Durban	27 June 1989
90-107	Kira	Panama	Tenerife, Spain	Durban	13 April 1989
90-108	Kira	Panama	Dakar, Senegal	Richards Bay	25 January 1989 (pre)
90-109	Campionventure L	Liberia	Mauritius, Mauritius	Durban	20 April 1989
90-110	Nand Vishnu	Bahamas	Buenos Aires, Argentina	Durban	29 August 1989
90-111	Nand Vishnu	Bahamas	Colombo, Sri Lanka	Durban	28 June 1989 (post)
90-114	Stolt Excellence	Liberia	Houston, USA	Durban	30 September 1989

Case number	Ship	Country of registration	Last known porting b/	First South African porting	Date of first South African porting c/
90-116	Stolt Falcon	Liberia	Aratu, Brazil	Durban	7 October 1989
90-117	Stolt Falcon	Liberia	Pasir Gudang, Malaysia	Durban	21 August 1989
90-118	Stolt Falcon	Liberia	Jubail, Saudi Arabia	Durban	9 May 1989
90-119	Stolt Osprey	Liberia	Aratu, Brazil	Durban	23 January 1989
90-120	Stolt Hawk	Liberia	Aratu, Brazil	Durban	7 August 1989
90-121	Stolt Hawk	Liberia	Mombasa, Kenya	Durban	22 June 1989
90-122	Stolt Heron	Liberia	Aratu, Brazil	Durban	9 November 1989 (post)
90-123	Stolt Condor	Liberia	Singapore, Singapore	Durban	13 December 1989 (post)
90-124	Stolt Condor	Liberia	Aratu, Brazil	Durban	15 June 1989
90-125	Stolt Eagle	Liberia	Aratu, Brazil	Durban	16 December 1989 (post)
90-126	Stolt Eagle	Liberia	Jubail, Saudi Arabia	Durban	27 October 1989
90-127	Stolt Eagle	Liberia	Aratu, Brazil	Durban	21 August 1989
90-128	Stolt Eagle	Liberia	Aratu, Brazil	Durban	3 April 1989
90-129	Chem Pioneer	Panama	Rio Grande, Brazil	Cape Town	24 August 1989 (post)
90-133	Hassel	Panama	Maputo, Mozambique	Durban	18 November 1989
90-134	Hegg	Panama	Rotterdam, Netherlands	Cape Town	25 March 1989 (post)
90-141	Nordanger/Bow Selene	Norway	Texas City, USA	Durban	5 January 1989
90-150	Stavros G.L.	Greece	Juaymah Terminal, Saudi Arabia	False Bay	2 August 1989
90-151	Stolt Pride	Liberia	Texas City, USA	Durban	13 March 1989
90-152	Stolt Integrity	Liberia	Texas City, USA	Durban	28 June 1989
90-153	Stolt Spirit	Liberia	Houston, USA	Cape Town	19 August 1989 (pre)

Case number	Ship	Country of registration	Last known porting b/	First South African porting	Date of first South African porting c/
90-154	Stolt Spirit	Liberia	New Orleans, USA	Durban	20 April 1989
90-155	Stolt Loyalty	Liberia	Texas City, USA	Cape Town	26 January (pre)
90-156	Botany Triton	Panama	Beira, Mozambique	Durban	16 October 1989
90-157	Botany Triton	Panama	Freemantle, Australia	Durban	28 February 1989
90-161	Athenian Olympics	Cyprus	Aratu, Brazil	Durban	18 October 1989
90-162	Athenian Xenophon	Cyprus	Rio de Janeiro, Brazil	Durban	11 August 1989
90-165	Marigola	Italy	Tampa, USA	Richards Bay	29 July 1989 (pre)
90-166	Marigola	Italy	Dar es Salaam, United Republic of Tanzania	Durban	8 April 1989
90-168	Stolt Exporter	Liberia	Aratu, Brazil	Durban	16 January 1989
90-171	Austanger	Norway	Buenos Aires, Argentina	Durban	23 April 1989
90-173	Stolt Luisa Pando	Spain	Aratu, Brazil	Durban	4 March 1989
90-174	Botany Troubadour	Panama	Beira, Mozambique	Durban	10 December 1989
90-175	Botany Troubadour	Panama	Beira, Mozambique	Durban	7 June 1989
90-176	Botany Troubadour	Panama	Beira, Mozambique	Durban	3 February 1989
90-177	Iran Bahonar	Iran, Islamic Republic of	Mombasa, Kenya	Durban	26 March 1989
90-179	Barbarossa	Italy	Pasir Gudang, Malaysia	Durban	24 March 1989
90-181	Botany Transcendent	Panama	Freemantle, Australia	Durban	31 October 1989
90-182	Botany Transcendent	Panama	Beira, Mozambique	Durban	18 June 1989
90-183	Aurum	Sweden	Rotterdam, Netherlands	Durban	30 August 1989

Case number	Ship	Country of registration	Last known porting b/	First South African porting	Date of first South African porting c/
90-184	Jo Cypress	Netherlands	Las Palmas, Spain	Cape Town	9 January 1989 (pre)
90-185	Jo Cypress	Netherlands	Tenerife, Spain	Cape Town	27 October 1989 (pre)
90-186	Jo Cypress	Netherlands	Mombasa, Kenya	Durban	30 January 1989
90-191	Roxanne	Bahamas	Mombasa, Kenya	Durban	29 November 1989
90-192	Roxanne	Bahamas	Rio de Janeiro, Brazil	Cape Town	15 September 1989 (pre)
90-193	Mercantil Parati	Brazil	Rio Grande, Brazil	Cape Town	5 December 1989 (pre)
90-194	Mercantil Parati	Brazil	Bahia Blanca, Argentina	Durban	1 May 1989
90-196	Betula	Norway	Rotterdam, Netherlands	Richards Bay	3 February 1989 (post)
90-197	Gogo Chemsun	Panama	Bandar Khomeini, Islamic Republic of Iran	Richards Bay	24 August 1989
90-198	Indio	Germany	Mombasa, Kenya	Durban	5 February 1989
90-200	Global Maceio	Brazil	Mauritius, Mauritius	Richards Bay	28 October 1989 (post)
90-201	Global Maceio	Brazil	Buenos Aires, Argentina	Cape Town	19 October 1989 (pre)
90-202	Global Rio	Brazil	Mauritius, Mauritius	Richards Bay	24 January 1989 (post)
90-203	Global Rio	Brazil	Necochea, Argentina	Cape Town	15 January 1989 (pre)
90-205	Stolt Sapphire	Liberia	Penang, Malaysia	Durban	19 June 1989
90-206	Conny	Liberia	Reunion, Reunion	Durban	12 October 1989
90-207	Conny	Liberia	Buenos Aires, Argentina	Durban	11 May 1989
90-209	Chloe II	Panama	Toamasina, Madagascar	Durban	15 November 1989
90-210	Atlantic Sif	Panama	Unknown port, Malaysia	Durban	29 November 1989 (post)
90-211	Atlantic Sif	Panama	Nacala, Mozambique	Durban	17 July 1989

Case number	Ship	Country of registration	Last known porting b/	First South African porting	Date of first South African porting c/
90-212	Tenshun Maru	Japan	Old Kilpatrick, UK	Durban	28 May 1989
90-213	Emsgas	Germany	Santos, Brazil	Durban	24 October 1989
90-214	Tenhyaku	Panama		Durban	18 May 1989
90-215	Tenhyaku	Panama	Mombasa, Kenya	Durban	15 May 1989
90-216	Ledagas	Germany	Santos, Brazil	Durban	3 August 1989
90-217	Ledagas	Germany	Santos, Brazil	Durban	5 January 1989
90-218	Jo Brevik	Norway	Freemantle, Australia	Richards Bay	8 April 1989 (post)
90-219	Calluna	Netherlands	Dar es Salaam, United Republic of Tanzania	Durban	6 January 1990
90-220	Calluna	Netherlands	Mombasa, Kenya	Durban	19 October 1989
90-221	Calluna	Netherlands	Sines, Portugal	Durban	28 July 1989
90-222	Calluna	Netherlands	Dar es Salaam, United Republic of Tanzania	Richards Bay	10 May 1989 (post)
90-223	Calluna	Netherlands	Mauritius, Mauritius	Richards Bay	17 February 1989 (post)
90-224	Golden Sunshine	Panama	Abidjan, Côte d'Ivoire	Durban	13 September 1989
90-225	Stolt Alliance	Panama	Rotterdam, Netherlands	Durban	29 June 1989
90-226	Grazia	Liberia	Dar es Salaam, United Republic of Tanzania	Durban	20 December 1989
90-227	Grazia	Liberia	Rio de Janeiro, Brazil	Durban	6 October 1989
90-228	Grazia	Liberia	New Orleans, USA	Durban	22 May 1989
90-230	Stolt Crown	Liberia	Yanbu, Saudi Arabia	Durban	26 September 1989
90-231	Afthoros	Panama	Bahrain, Bahrain	Saldanha Bay	8 July 1989 (post)

Case number	Ship	Country of registration	Last known porting b/	First South African porting	Date of first South African porting c/
90-232	Bos Transporter	Bahamas	Kaohsiung, Taiwan Province of China	Richards Bay	25 March 1989 (post)
90-233	Champion	Liberia	Umm Said, Qatar	Durban	24 April 1989
90-234	Pinoak	Liberia	Singapore, Singapore	Richards Bay	24 September 1989 (post)
90-235	Pinoak	Liberia	Singapore, Singapore	Saldanha Bay	23 July 1989 (post)
90-236	Marksman	Bahamas	Jubail, Saudi Arabia	Richards Bay	15 November 1989 (post)
90-237	Ocean Sovereign	Cyprus	Kaohsiung, Taiwan Province of China	Unidentified port	18 July 1989 (post)
90-238	Ocean Sovereign	Cyprus	Kaohsiung, Taiwan Province of China	Unidentified port	7 May 1989 (post)
90-239	Ocean Sovereign	Cyprus	Singapore, Singapore	Unidentified port	14 March 1989 (post)
90-240	Ocean Sovereign	Cyprus	Singapore, Singapore	Unidentified port	31 December 1988 (post)
90-241	World Duality	Liberia	Singapore, Singapore	Richards Bay	14 April 1989 (post)
90-242	World Duality	Liberia	Jubail, Saudi Arabia	Richards Bay	23 February 1989 (post)
90-243	World Duet	Liberia	Singapore, Singapore	Richards Bay	12 July 1989 (post)
90-244	Sea Commander	Cyprus	Gladstone, Australia	Unidentified port	5 September 1989 (post)
90-245	Sea Commander	Cyprus	Taichung, Taiwan Province of China	Unidentified port	11 January 1989 (post)
90-246	Trade Fortitude	Liberia	Singapore, Singapore	Saldanha Bay	28 April 1989
90-247	Penteli	Greece	Mobile, USA	Richards Bay	24 January 1989 (post)
90-248	Penteli	Greece	Algeciras, Spain	Saldanha Bay	25 March 1989 (post)
90-249	Penteli	Greece	Singapore, Singapore	Richards Bay	13 February 1989 (post)
90-250	Andros Aries	Greece	Singapore, Singapore	Richards Bay	28 August 1989 (post)

Case number	Ship	Country of registration	Last known porting b/	First South African porting	Date of first South African porting c/
90-251	Lady Sky	Cyprus	Tubarao, Brazil	Saldanha Bay	8 November 1989 (post)
90-252	Andros Atlas	Greece	Singapore, Singapore	Saldanha Bay	8 May 1989 (post)
90-253	Elbe Ore	Liberia	Hampton Roads, USA	Richards Bay	4 January 1989 (post)
90-254	Norman Merchant	Norway	New Orleans, USA	Richards Bay	26 April 1989 (post)
90-255	Goldstar	Unclarified	Port Hedland, Australia	Richards Bay	7 March 1989 (post)
90-256	Batis	Greece	Das Island, United Arab Emirates	Unidentified port	4 December 1989 (post)
90-257	Batis	Greece	Singapore, Singapore	Saldanha Bay	7 September 1989 (post)
90-258	Caucasus Maru	Japan	Singapore, Singapore	Saldanha Bay	20 April 1989 (post)
90-259	Blue Light	Liberia	Singapore, Singapore	Richards Bay	18 August 1989 (post)
90-260	Blue Light	Liberia	Hampton Roads, USA	Richards Bay	2 July 1989 (post)
90-261	Blue Light	Liberia	Jubail, Saudi Arabia	Richards Bay	1 April 1989 (post)
90-262	World Recovery	Liberia	Singapore, Singapore	Saldanha Bay	26 February 1989 (post)
90-263	Hudson Bay 1	Panama	Jubail, Saudi Arabia	Saldanha Bay	3 August 1989 (post)
90-264	Amber	Panama	Pohang, Republic of Korea	Saldanha Bay	21 March 1989 (post)
90-265	Amber	Panama	Singapore, Singapore	Saldanha Bay	26 November 1988 (post)
90-266	Andros Antares	Liberia	Singapore, Singapore	Saldanha Bay	17 June 1989 (post)
90-268	Elita	Panama	Umm Said, Qatar	Richards Bay	9 February 1989 (post)
90-269	Musashi Spirit	Panama	Singapore, Singapore	Saldanha Bay	26 March 1989 (post)
90-270	Amazon Maru	Japan	Singapore, Singapore	Saldanha Bay	23 July 1989 (post)
90-271	Hanjin Newcastle	Republic of Korea	Pohang, Republic of Korea	Richards Bay	8 October 1989 (post)

Case number	Ship	Country of registration	Last known porting b/	First South African porting	Date of first South African porting c/
90-272	Hanjin Newcastle	Republic of Korea	Pohang, Republic of Korea	Richards Bay	18 August 1989
90-273	Hanjin Newcastle	Republic of Korea	Pohang, Republic of Korea	Richards Bay	11 June 1989
90-274	Hanjin Newcastle	Republic of Korea	Kwangyang, Republic of Korea	Richards Bay	5 April 1989 (post)
90-275	Rapana	Isle of Man, United Kingdom	Singapore, Singapore	Saldanha Bay	13 September 1989
90-276	Rapana	Isle of Man, United Kingdom	Seven Islands, Canada	Saldanha Bay	16 June 1989 (post)
90-278	Ocean Monarch	Cyprus	Kaohsiung, Taiwan Province of China	Richards Bay	9 April 1989 (post)
90-279	Hydrus	Italy	Singapore, Singapore	Saldanha Bay	27 August 1989 (post)
90-280	Jarrah	Liberia	Mizushima, Japan	Saldanha Bay	1 September 1989 (post)
90-281	Jarrah	Liberia	Kaohsiung, Taiwan Province of China	Saldanha Bay	29 April 1989 (post)
90-282	Berge Odel	Norway	Singapore, Singapore	Richards Bay	3 September 1989
90-283	Berge Odel	Norway	Kure, Japan	Richards Bay	21 April 1989 (post)
90-284	Berge Odel	Norway	São Sebastião, Brazil	Richards Bay	12 Februar_ 1987
90-285	Abant	Turkey	Iskenderun, Turkey	Saldanha Bay	21 March 1989 (post)
90-286	Abant	Turkey	Iskenderun, Turkey	Saldanha Bay	12 January 1989 (post)
90-288	Capetan Nicolas	Bahamas	Singapore, Singapore	Saldanha Bay	14 September 1989
90-289	Arapaho	Hong Kong	Mobile, USA	Richards Bay	12 October 1989 (post)
90-290	Arapaho	Hong Kong	Mobile, USA	Richards Bay	6 June 1989 (post)
90-291	Thorshavn	Norway	Tubarao, Brazil	Saldanha Bay	10 July 1989 (post)

Case number	Ship	Country of registration	Last known porting b/	First South African porting	Date of first South African porting c/
90-292	Choctaw	Hong Kong	Singapore, Singapore	Saldanha Bay	7 January 1989 (post)
90-293	Thalassini Niki	Cyprus	Dar es Salaam, United Republic of Tanzania	Richards Bay	23 June 1989 (post)
90-294	Ocean Carrier	Cyprus	Singapore, Singapore	Saldanha Bay	5 May 1989 (post)
90-295	Ocean Commander	Cyprus	St. Eustatius, Netherlands Antilles	Richards Bay	27 July 1989 (post)
90-296	Ocean Commander	Cyprus	Baltimore, USA	Richards Bay	31 October 1989 (post)
90-297	Mandan	Hong Kong	Singapore, Singapore	Richards Bay	10 March 1989 (post)
90-298	Mandan	Hong Kong	Hampton Roads, USA	Richards Bay	1 October 1989 (post)
90-300	Jahre Rose	Norway	Mobile, USA	Richards Bay	27 April 1989 (post)
90-301	Oslo	Italy	Augusta, Italy	Richards Bay	19 November 1989 (post)
90-302	Oslo	Italy	Pos, France	Richards Bay	30 August 1989 (post)
90-303	Oslo	Italy	Augusta, Italy	Richards Bay	2 July 1989 (post)
90-304	Oslo	Italy	Augusta, Italy	Richards Bay	27 April 1989 (post)
90-305	Oslo	Italy	La Spezia, Italy	Richards Bay	16 February 1989 (post)
90-306	Ocean Pioneer	Cyprus	Singapore, Singapore	Richards Bay	17 June 1989 (post)
90-307	Ocean Pioneer	Cyprus	Hampton Roads, USA	Unidentified port	21 February 1989 (post)
90-308	Rhine Ore	Panama	Kisarazu, Japan	Saldanha Bay	16 May 1989 (post)
90-309	Berge Athene	Norway	Villanueva, Philippines	Saldanha Bay	18 January 1989 (post)
90-310	Topaz	Panama	Pohang, Republic of Korea	Saldanha Bay	15 April 1989 (post)
90-311	Jahre Pearl	Norway	Singapore, Singapore	Richards Bay	24 May 1989 (post)

Case number	Ship	Country of registration	Last known porting b/	First South African porting	Date of first South African porting c/
90-312	Aello	Liberia	Fujairah Anchorage United Arab Emirates	Richards Bay	21 September 1989 (post)
90-316	Hoegh Fountain	Bahamas	Amsterdam, Netherlands	Richards Bay	9 October 1989 (pre)
90-317	Obo Hawk	Norway	Singapore, Singapore	Richards Bay	3 March 1989 (post)
90-320	Osco Cecilia	Liberia	Tarragona, Spain	Richards Bay	13 May 1988 (post)
90-321	Osco Cecilia	Liberia	Tees, United Kingdom	Richards Bay	21 March 1988 (post)
90-322	Kristina Cob	Panama	Buenos Aires, Argentina	Durban	16 March 1989
90-324	Jomaas	Norway	Rotterdam, Netherlands	Durban	10 September 1989
90-326	Betula	Norway	Abidjan, Côte d'Ivoire	Richards Bay	27 April 1989 (post)
90-327	Marigold	Panama	Apapa/Lagos, Nigeria	Durban	10 May 1989
90-328	Stolt Surf	Liberia	Rio de Janeiro, Brazil	Durban	23 February 1989
90-329	Norgas Voyager	Norway	Houston, USA	Richards Bay	17 February 1989 (post)
90-330	Tanktrader I	Panama	Abidjan, Côte d'Ivoire	Durban	28 October 1989
90-331	Tanktrader I	Panama	Maputo, Mozambique	Durban	3 November 1989

a/ See para. 19 of this report. In each case, requests for clarificatory information were sent to the permanent missions of States where the ship was registered and of the State of the last known porting. Inquiries concerning the following cases were sent to the relevant permanent missions too late to permit inclusion of responses in this report: 90-099 (Pacificos), 90-112 (Kira), 90-113, (Stolt Excellence), 90-178 (Barbarossa), 90-187 (Owl Trader), 90-199 (Global Maceio), 90-267 (Ocean Mandarin), 90-277 (Ocean Mandarin), 90-287 (Almare Quarta), 90-313 (Jarama), 90-332 (Global Maceio), 90-333 (Global Maceio), 90-334 (Barbarossa), 90-335 (Barbarossa) and 90-336 (Kira).

b/ Last known porting refers to the last port at which a call was reported prior to the first reporting of the ship at a South African port, according to the sources of information available to the Intergovernmental Group. The inclusion of this information does not imply that any oil possibly delivered to South Africa in such cases was necessarily loaded at that port.

c/ In cases where a date for the first South African porting was not available, the dates of the prior porting, or the next subsequent porting, are given, whichever is closer, and the notations "post" or "pre" are used, respectively.

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